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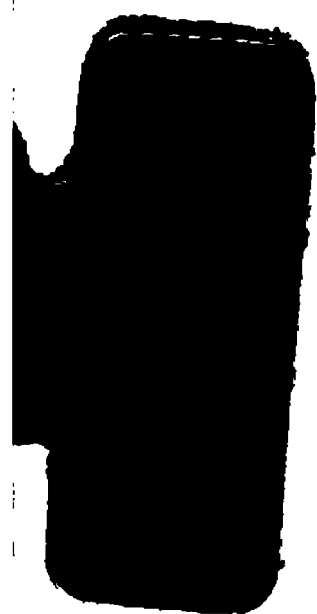
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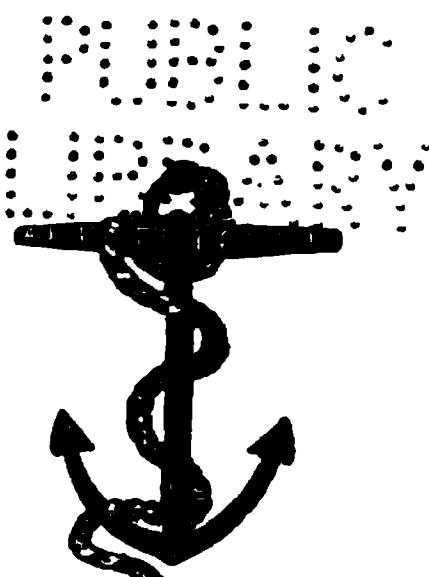
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HUNT'S YACHTING MAGAZINE.

VOLUME THE TWENTY-FIRST.



“The security of the Kingdom is increased by every man being more or less a Sailor.”—CAPT. MARRYATT'S *Pirate and Three Cutters*.

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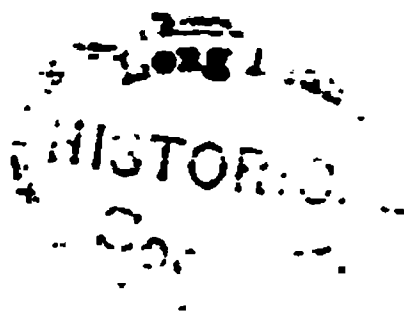
LONDON.

ADDRESS.

In presenting this, our 'Twenty-first Volume, we beg to thank our patrons for their continued support, and although it exceeds by some fifty pages any of its predecessors, it scarcely keeps pace with the numerous regattas. Next season, if necessary, it will be further increased, and we trust the support we shall receive will enable us to do so without extra charge.

To our contributors we tender our sincere thanks.

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CENTRE-BOARDS *versus* DEEP KEELS.

THIS subject which like a volcano seems always in a sort of semi-slumbering semi-eruptive state, appears once more to be attracting public notice, and various letters representing various opinions, and making as many suggestions for the better government of aquatic bodies, have lately appeared in the sporting papers and threaten to keep the subject open.

For our own part we see no reason why the centre-board should not be allowed to run at our regattas, as there is scarcely a meeting where the contending craft are not obliged to keep to the regular channel and are not prohibited from making short cuts over any banks that may exist and thus dodging the tides, so that the advantage supposed to be derived by the centre-board in being able to haul up her appliance and thus draw very little water and go where the deep keel vessel cannot go, does not exist except in the Thames where no doubt the centre-board would have far too great an advantage to be permitted to run.

But the other great question introduced into this subject, that of measurement, is another affair and we approach it much more delicately. The advocates of the centre-board contend that our rule of measurement acts prejudicially against their craft inasmuch as the half beam by which we multiply the product of the length mul-

tiplied by the whole beam, in order to get at the contents of the vessel, is altogether unfair towards the beamy vessel as they want to take depth into consideration which they insist is not done in this manner or at all events only partially so.

Now there may be some reason in this argument, and if any method of measurement could be adopted by which the two vessels could be assimilated we should be very glad to see it adopted, but while endeavouring to lend a helping hand to the centre-board we must be careful in the first place not to give her such an advantage as will eventually substitute for our fine, roomy, sea-going craft one of by no means such advantageous construction, nor must we act unfairly towards those owners who, on the faith of the present mode of measurement, have at an enormous cost lately built vessels which would become obsolete.

In the large class yachts, of from sixty tons and over, very likely the system of centre-boards might be introduced with advantage, but we have no faith in them ourselves for anything under that size, still there can be no objection why the experiment should not be tried, and it can be so if we only withdraw the rule that disqualifies the centre-board and yet retain our present method of measurement.

We are the more inclined to propose this solution of the difficulty as many of the advocates of the centre-board would have us believe that this style of craft would, under every circumstance of wind and weather, carry off a prize against the deep keel yacht, and such being their views they surely do not mean to say that a few seconds more or less in a thirty or forty mile course should prevent them contending at our regattas. We say a few seconds more or less because even upon the principle suggested by one correspondent the difference in measurement would after all not be very great.

If after a twelvemonth's experience it was found that the centre-board was everywhere beaten we should have some data to go upon whereby we might alter our present method of measurement, but as it is we have no data to go upon, so that any alteration in that respect would be mere guess work, and "better bear those ills we have than fly to others we know not of" until we frame fresh rules founded on some solid basis.

NOTES ON THE YACHTS AND YACHT RACING OF THE PAST SEASON.

MR. EDITOR.—The request, contained in your last number, for another edition of these wandering sketches was so kindly expressed, and so complimentary to my humble attempts at keeping your readers duly posted up in the doings of our marine racing fleet throughout the year gone by I do not like to refuse complying with it, although I had previously for many reasons fully resolved that the notes of 1870 should close the series, and acting on that resolution had made little or no preparation for putting together the results of last summer's competition. I must therefore trust almost entirely for my figures to your own carefully compiled table of the racing events at different Clubs and ports which, notwithstanding my inability to make the gross total of the amount won by many particular vessels agree with yours as given in the summary, or with that stated in the *Field* some months ago, will I hope be sufficiently near the truth to enable those interested in the subject to judge pretty well of the merits of the principal winners.

The total number of races sailed around the shores of the United Kingdom in the year of grace 1871, and the value of the prizes offered for competition still continues to increase on former seasons, although a colder stormier weather or more ungenial five months than those between the 1st of May and 30th of September, taking them all in all, never afflicted racing men or racing yachts at least in my memory. To plunge at once into figures and to show the increase in both these important particulars more clearly I reproduce in a tabular form the result of my enumeration of them for several years, by which they will be more easily compared than by sending the reader to look back over old numbers of *Hunt*, premising that private matches, sweepstakes, and mere boat racing prizes, besides all money given to be rowed for are excluded from the amounts.

Year.	No. of Races sailed.	Value. £	Year.	No. of Races sailed.	Value. £	Year.	No. of Races sailed.	Value. £
1863	113	4541*	1866	137	5607	1869	142	6723
1864	111	5360	1867	125	5100	1870	168	7897
1865	129	5718	1868	143	6210	1871	217	7987

The jump made last year in the number of matches sailed, while

*The values here given are made up by counting all cups and prizes in pounds sterling, not guineas, Queen's cups alone being reckoned £105 each.

the cash competed for increased only in a more moderate proportion, may be easily accounted for when the great number of races sailed by the yachts and members of the Royal Alfred, Royal Ulster, Clyde and Cheshire Yacht Clubs is considered. These clubs having been established solely for the purpose of affording amusement to their members, and of encouraging yacht racing in all its branches, divide their funds into a great number of distinct prizes, and keep up their racing season throughout the whole summer, owners being the more willing to compete for smaller amounts inasmuch as no entrance fees being charged and the amount of paid hands limited to a comparatively small number, their place being supplied by the volunteer element, hence the expences do not run to such a figure as when such exorbitant sums are required to be put down for liberty to compete, and such per centages, and fees paid to pilots, skippers and extra hands as to often eat up the whole real value of the prizes.

Names of Clubs.	No of Races.	Value. £	Ports where Regattas were held.	No. of Races.	Value. £
Royal Yacht Squadron.	4	405*†‡	Barrow	4	175
" Albert Yacht Club	9	425†	Beaumaris	3	60
" Alfred	13	515†‡	Boston	3	55
" Channel Islands	1	20	Brighton	1	100
" Cork.....	5	200	Burgh	2	18
" Dee	1	15	Dalkey	3	32
" Harwich.....	4	205†	Falmouth	3	150*
" Irish.....	9	332*†	Gravesend.....	1	90
" London	5	430†	Greenhithe	2	25
" Mersey	6	365	Helensburgh.....	3	35
" Northern	11	405†	Holy Loch	2	30
" Southern	2	95†	Hunter's Quay.....	1	30
" Thames	6	640†	Hunstanton	3	38
" Ulster	11	300†‡	Hythe.....	1	50
" Victoria	4	440†	Inverary	1	25
" Welsh	2	75	Ipswich	2	27
" Western, England	3	175†	Lowestoft	1	15
" Yorkshire	2	115	Lyme Regis	2	45
	98	5157	Lynn	1	30
Prince of Wales	4	105	Malahide	2	25
New Thames	5	465†	Southampton	1	21
Dart ..	5	205†	Southend	1	26
Clyde	19	264†	Teignmouth	4	78
Cheshire	7	63	Torquay	5	245
Ranelagh	2	46	Wells next the Sea.....	2	22
Temple	4	30	Walton on the Naze ...	1	20
Junior Thames	4	30	Yarmouth	4	55
Kingstown Model	3	20		59	1522
Norfolk and Suffolk ...	7	80			
	60	1308	Gross Total.....	217	7987

* Queen's cups included. † Cups or prizes presented to the club by flag-officers, members, town committees, &c., included. ‡ Challenge and Champion cups to be won more than once included.

By the preceding table it will be seen that out of 217 distinct races sailed 98 were at regattas under the management of 18 of the Royal Yacht Clubs of the kingdom, 60 under that of clubs not entitled to use the regal prefix, and of whom many more are each year starting into life, and 59 at 27 of the principal outports.

Of the three Queen's Cups granted one, as is always the case, went to the Royal Yacht Squadron, and the race confined to its members, but this year it was thrown open to all vessels of the club without distinction of rig, former winners being however heavily handicapped, and this produced a numerous entry, the clerk of the weather was however dead against sport, the first start proving abortive, the second trial being hardly better and after a long, tedious, and uninteresting, race the little Foxhound without time allowance crept in ahead of the whole fleet, being about the smallest vessel which ever won a prize of such value. The other royal gifts went to Kingstown and Falmouth, and at both were gallantly won by the Vanguard for her present owner, she having carried off two similar prizes for poor Colonel Verschoyle in 1870. The Squadron had wind and weather enough for the race for the Prince of Wales Challenge Cup round the lightship on the Shambles, but nevertheless a small entry and smaller start, the Egeria the winner of the previous year being left behind. The Aline in this race soon showed her superiority over the new and much talked about Livonia and chawed her up in handsome style in the heat to windward. Egeria won the Marquis of Exeter's gift to the Royal Victoria, after a protest and wrangle (too common in the south of England) and the Enid walked off with the £120 Champion Cup of the Royal Alfred for the second year, with the handsome gift of the Commodore in addition, and also won the three Bangor Challenge Bowls presented by Lord Bangor, and Mr. Ward, with £50 added, proving herself one of the most fortunate and successful craft of the year.

There were more private matches than usual, the principal being Aline beating Guinevere, Enid beating Heroine cutter, Kittiwake beating Syren, being the fourth affair between these craft, in all the others however "the boot being on t'other leg," and Ildegonda beating Dudu.

There was another capital match at Torquay between the Wild Duck and Gondola yawls, belonging to brothers-in-law the former being called on to concede $2\frac{1}{2}$ minutes, and succeeding after a most

interesting contest in just getting in that time ahead of her smaller rival, and so making a dead heat only one second, however a closer thing than at Liverpool July 18th 1864 when Vindex saved her time and took the Ladies' Cup from the Phryne by exactly one beat of the pendulum.

I will now turn my thoughts to the table of winners, and at once the difficulty presents itself of what I am to place among the first class cutters with the Vanguard, as none of the craft who at all approach her in the amount won properly belong to the first class, where she stands alone in her glory. I may however include Enid yawl, as she sailed generally with time allowance as a 42 ton cutter, and the Garrion, the result of my enumeration being as follows, which I shall be very glad to have corrected by any owner who conceives himself wronged, the figures being as I said before *Hunt's* and not mine.

CUTTERS.

Names of Yachts.	Tons	Won		Value. £	Names of Yachts.	Tons	Won		Value. £
		1st	2nd				1st	2nd	
FIRST CLASS.					THIRD CLASS				
Vanguard	60	10	4	925*	Lizzie	20	13	1	340†
Enid	57	9	1	725†	Vampire	20	3	3	115
Garrion	98	2	2	170	Leander.....	20	4	0	45
SECOND CLASS.					FOURTH CLASS.				
Foxhound	35	9	3	550‡	Ildegonda	15	5	1	123
Aleyone	39	4	4	305§	Fairlie	15	5	2	120
Kilmeny	30	5	0	210||	Dudu	15	4	4	116
Niobe	40	2	2	115	FIFTH CLASS.				
Phantom	27	3	1	75	Brenda	10	6	2	71
Glance	35	1	2	75	Echo	10	3	2	57
					Naiad	10	5	1	37

* Including two Queen's Cups at Kingstown, and 1st class Royal Thames.

† Including the 1st class Champion prize of Royal Alfred Yacht Club, second time, value £120, Duke of Edinburgh's cup, value £50, Bangor Challenge bowls value £100, Royal Mersey and Royal Cork 1st class prizes.

‡ Including Queen's cup at Cowes, 1st class Royal London, 2nd class Royal Irish (two days) 2nd class Royal Cork, and 1st class Royal Western.

§ Including Sir Bruce Chichester and Count Batthyany's Cups, the latter to be steered by a member of the Royal Albert.

|| Including Royal Alfred 2nd class Champion prize value £60, second time, and 1st prize Royal Alfred and Royal Ulster Yacht Clubs, from Bangor (Belfast) to Kingstown.

¶ Including Royal Alfred 3rd class Champion prize value £35, 3rd class Royal Irish, Royal Mersey, Royal Welsh, Luttrell cup, &c.

SCHOONERS.

Names of Yachts.	Tons.	Won		Value. £
		1st.	2nd.	
Egeria	152	4	2	445*
Flying Cloud	75	4	1	280†
Livonia	279	3	1	280‡
Guinevere	290	2	0	200§

Of the first class no vessel of late years has distinguished herself so highly as the Vanguard, except the Fiona, (not fitted out last year) and it will be some time before a better 60-tonner for racing purposes is constructed, as since 1866 when built she has been contending with the best and fastest of the racing fleet and always with credit, winning in four years £1770. She was not fitted out in 1868, and in 1869 after her purchase at auction by the late Colonel Verschoyle so late as only to sail in one or two matches, and those when not in proper trim. The alterations made in her stern-post in 1867 greatly improved her, especially in her power of going about, in which she has never been excelled, and it is beautiful to see the way she comes round and goes off again on the other tack while most of her opponents are thinking about it, her new captain Thompson formerly of the Phosphorus and Lizzie who succeeded Ben Harris in her command when purchased after the lamented death of Colonel Verschoyle by his old master Mr. Turner, doing her every justice in the way of steering and sailing her. By the kindness of her builder I was enabled in these notes for 1868 to give her dimensions in hull and spars and now repeat them:—Fore part of stem to after part of stern post on deck 72ft. 6in., beam 14ft. 6in., draught (aft) 10ft. 3in., mast (deck to hounds) 40ft. 6in., boom 54ft., gaff 34ft. 6in., bowsprit 31ft; although the sizes of her spars have probably been altered since then in some degree. Her mainsail, a graduated one by Summers and Hewett, was simply perfection, and she screwed up to windward quite as well as the larger cutters, but when it came to reaching their longer floors told, and they usually got by her but not always, as Oimara and Garrion, or rather their captains were bitter rivals and held each other with their Scottish tenacity to the great advantage of the small one who could choose her own clear

* Including the Marquis of Exeter's cup at Ryde £100, and 1st class Royal Thames and Royal London schooner prizes, £100 each.

† Including Earl Vane's cup at Plymouth, value £60.

‡ Including walk over at Brighton, £100.

§ Nore to Dover, £100, and Dover to Boulogne and back, £100.

course. What a pull this gives to a smart though small craft. This was especially shown in the Royal Irish first class race in July when Oimara, Egeria, and Garrion cut each others throats all day and thereby left the prize by time to the little one, who came in fourth. The Garrion served the Vanguard the same game at Torquay when she jibed on her at the committee flag-boat, shook her up and left her all abroad for two minutes, the Oimara thereby profiting so far as to get clear away and save her time, and I consider the same cause gave Niobe first prize at Dartmouth. Hence the absence of the Fiona from the arena was a wonderful gain to the 60-tonner, as in light weather especially it was always a very close thing between them, and had she been racing this year the pair would no doubt often have taken charge of each other and thereby helped the other competitors, while in the absence of a blanket Vanguard had a highly satisfactory season. It was rumoured at the end of the season that she was to be sold for £2,500 as Mr. Turner intended building a larger vessel to compete with Oimara, Garrion and Count Batthyany's and Mr. Steven's new cracks, but not having heard more of her he has probably concluded to leave well alone, and he will hardly find a handier or more successful racer although I do not think I should imitate her size, expecting as I do that 'ere very long the classification will alter, and vessels for racing purposes if rated by tonnage and not, as in my humble judgment they should be, by "their length on water line alone" will be, entered first class over 100 tons, second class exceeding 50 and not exceeding 100, third class exceeding 25 and not exceeding 50 tons and so on, the present race of 40-tonners, coming into fashion, having really no particular reason to recommend them.

The Enid had also a very successful year and has piled up a very nice lot of winnings, many of her successes having been achieved against high class and much larger opponents, as when she beat the Livonia in the Mersey one day in strong, the other in light, weather, and again at Barrow beat her and the Vanguard without time, while at Queenstown by the aid of that most useful assistant she got the cup from the Garrion, at Dartmouth in a heavy sea and strong wind she unmistakeably conquered Flying Cloud and L'Hirondelle, and at Bangor in light air and smooth water slipped away from Foxhound and Xema. An accident no doubt helped her to her best prize of the year, but she wa sgallantly ailed for it and a picture by

Captain Beechey painted for her owner and representing her about to round the Kish under a double reefed mainsail and storm jib with Mr. Putland himself at the tiller is a worthy representation of a spirited incident. She was admirably sailed throughout the year by her captain, Saunders, one who thoroughly knows how to get the most out of his vessel, and for carrying on when it blows and driving her at it, on my word he does it in a style worthy of Baron Munchausen himself. One great pull the Enid had in her favour for winning cups, and which is much less attended to than it ought to be on board racing vessels, was the being always ready early for the start, and whether it was to be from buoys or flying, there she was sure to be fit and ready for the gun before the others were half awake, and this readiness and also her quickness at going off from her spring was often half the battle as she lost no time and through the lee of opponents or being yawed half over the course when trying to get to windward. In this quality she presented a great contrast to the third on the list, the Garrion, who was always as stiff and obstinate to fill on and get away as a mule, and thus generally passed the first round of the course in trying to get by smaller vessels who had gone off with the lead, and who all naturally stopped and impeded her in turn, a terrible disadvantage when the large time allowance she had to give was considered, an evil she shared with the Oimara, and which was particularly grievous in courses where the orders were to go three times round in cramped turns like "hunting a rabbit" as in these big ones could never get their sails properly set, or themselves settled into their stride before the next mark was reached.

This leads me to speak of the flying starts so much now used instead of the old plan of canting from buoys, either with only head sails to hoist, or the still older and cruel method of requiring heavy mainsails to be run up after the gun fired, and which is only excusable in places where from the strength of the tide a line of yachts cannot lie in safety until the time for starting arrives, in all others it is a simple abomination, very unfair to the larger yachts, preventing sails ever being properly set, and running the greatest risk of accidents from the vessels being themselves unmanageable and the crews, instead of looking out being all engaged pulling and hauling when the crowd is greatest and their attention most required. The flying start in places where there is clear open water and no strong tide to risk drifting vessels prematurely over the line is both the

prettiest and the fairest possible, but it should be carried out as at Kingstown and the Clyde by allowing five minutes between the guns, and after the second, letting each also get over the line as quickly as she can, making no allowance for lag lasts or unskilful pilots and captains, who must take the loss their own fault entailed, but as carried out in America, and from thence imported last year into the south of England. The "allowing ten minutes to each to get over the line, any difference to be deducted at the end" ruined the whole race, as in the first place no one on board any boat could tell whether she was winning or losing until it had been ascertained how much time was allowed by the Committee to herself or others for crossing the line, in the second it made the knowing hands hang back waiting until the very limit of the time as they well knew ten minutes in hand was especially on a fluky day or in a dead run to the first buoy much better to them than any start, and finally deprived all power in owners of checking the judge's decision when a fine point as a few seconds added or deducted for getting away, which no one could tell for certain but himself, made all the difference of winning or losing.

I trust next year to see this absurd regulation sent back whence it came, and that flying starts will be used "*pur et simple*" whenever the nature of the water admits of it, but this cannot be in the Mersey, Thames or Solent from the hampered state of the river and above all from the strong tide which often in a light day if the gun was delayed a few seconds would push a vessel over the line without the slightest chance of her being able to correct the error by returning.

The Garrion to whom I may return before winding up my yarn for this number was to my eye the handsomest cutter I ever saw, her extreme length, graceful sheer and very taut spars, and above all her easy seat on the water tending to produce this, and a photograph of her now before me shows them particularly well, but as a performer she will require some alterations before she can be considered an absolute success. She evidently wants stability and life, and whether these can be given her without increasing her beam, and with it her tonnage remains to be seen. She went to windward well, in fact some days I never was on board a closer winded boat, but she failed in reaching, which to look at her length would have seemed her strong point, and she also ran well under a spinnaker, but lay down so far when heavy puffs came that the wind had little

power on her sails and seemed to slip over or off them without driving her forward. Her spars however were so very large and heavy last season that some reduction may be looked for in that quarter which will tend to ease her, and her quarters want fining down as she drags an ugly wave after her when reaching. Nothing that skill or money can do has or will be spared upon her; the workmanship of everything, the iron work, being especially of the most beautiful finish, and I have little doubt of her ultimate success even when matched against the two new and very formidable opponents of about her own calibre which we are promised next year. The first is from Wull Fyffe's stocks and is assigned by rumour to Provost Steven who has lately sold the Persis; she will be about 90 to 95 tons, but I have no particulars about her build to communicate. The other is by Ratsey for Count Batthyany, and will be 82ft. long, (3ft. shorter,) and 17ft. 5in. beam, (1ft. broader than the Garrion,) and measuring therefore about 104 tons. Her model I have not seen, but from the great experience both of her builder and owner, and with the Flying Cloud and Vanguard before them a mistake cannot well be made, and we may expect to see the sky blue and black cross carried as well to the fore in 1872 in the new craft named after a lovely princess, Queen of the Huns and wife of Atilla, and with Oimara, Garrion, Condor, Vanguard, Fiona, Julia, Christabel, (about to re-appear in new hands), and Banshee engaging with the new ones we should have a racing season second to none, especially should God in his wisdom and mercy dissipate the dark cloud now hanging over England and spare him whom he has struck down, in answer to the heartfelt and universal prayer of the sorrowing nation.

I will now conclude these very imperfect sketches for the present number, hoping in February to add some further remarks on the other craft which have distinguished themselves, and especially on the 40-tonners, a class more and more creeping into fashion with those who enjoy racing for racing sake, and being much more handy and easier managed than the large unwieldy cutters and schooners now seen at the starting buoys are special favourites with

Yours truly,

RED WITH WHITE MALTESE CROSS.

THE FIRST CRUISE OF THE SIREN.*

A NARRATIVE OF YACHTING ADVENTURE BY A VETERAN YACHTSMAN.

Fabula sed vera.

CHAPTER III.

THE REGATTA.

“Effugit ante alios, primisque elabitur undis.”—VIRGIL.

THAT “there is many a slip between the cup and the lip” holds good in yachting as in every thing else—five days instead of one hardly cleared them of Southampton; and when they did get the anchor weighed at length, the winds were so light and baffling, that it was a day or two before they lost sight of the Wight. In passing Cowes they had hove-to, for the best part of a day to see a regatta, in which the competitors were chiefly small vessels; the Siren had not her racing canvas bent, and Sir Harry was in too great a hurry to get southward, to pause to shift his spars and sails for a single day’s sport, with every chance of being beaten, the yacht being still out of trim from the quantity of stores on board, even had he been able to find suitable competitors. His views on the subject of trim were, however, a little extreme, for when he was at all particular about the Elsie’s sailing, it was alleged that he would not allow his lady friends to carry parasols on board with them, in case the extra weight would have set her too much down by aft. It blew a pretty smart breeze for an hour or two during the regatta, and as the different yachts passed in their course, Sir Harry could not contain his contempt, for what he considered the pusillanimous way, in which some of them were sailed, although in the eyes of most observers they would have been considered hard enough pressed.

“These chaps don’t carry on half,” cried he, as a small cutter of some fifteen or twenty tons was passing within half a gun shot of the Siren “why she has but one plank of her deck under water, and they dare not keep her full,—see by Jove how they hamper her—why they’ll have her round altogether if they jamb her up into the wind in that fashion; and she with a good chance of the cup too. I wish I was aboard, I’d shew them how to work her. Hang it, now they are going to reef, and the squall beginning to take off too, but perhaps they are short handed—I only see three men on board, suppose we run down and offer them assistance.”

* Continued from Vol. xx, page 584.

Ordering the schooner's stay foresail sheet to be let draw he ran down to the struggling little cutter, half buried in the waves, and found her crew busy getting in the second reef. The Siren was brought as close alongside the little yacht as might be safely done, without taking the wind out of her sails, and Arden sprang into the lee forechains, hailed the cutter, and asked if they would like an extra hand or two, to which proposition they willingly assented. Sir Harry no sooner learnt their reply than jumping on deck he ordered a boat to be got ready; and diving into the cabin he speedily re-appeared "*sed quantum mutatus*" He went down the companion a well attired gentlemanlike yachtsman, in a suit of club undress uniform; he came up a regular Long Tom Coffin, in a red shirt, a tarpaulin hat, and a pair of course canvas lower integuments, considerably in need of a scrubbing, a costume certainly very picturesque but not very presentable.

"Order Muir into the boat," cried he, as soon as he emerged from the cabin.

"He's there already, Sir," said Dawson the mate, respectfully touching his hat.

"Oh, very well, I see he's as keen for a lark as a four year old," said Arden chuckling at his attendant's eagerness.

"Now Maxwell, my darling, I'll show these gentry how to work a yacht like that, and if the craft has it in her, I'll deserve to win the cup, get it who may. Do you keep the Siren dodging after us, near enough to pick up the fragments if we go to pieces."

He was quickly alongside the little cutter, and Maxwell soon saw him and Muir jump aboard, and a young man who had been steering the cutter, after a little parleying, take Sir Harry's place in the stern sheets of the Siren's gig, who soon afterwards came on board and introduced himself to Maxwell as the owner of the little yacht, which he said was but a new acquisition, and good naturedly enough confessed he was not much accustomed to sailing, a fact Maxwell had already guessed from the clumsy way in which he had brought the gig alongside; he was decidedly white in the gills, when he got on the schooner's deck and looked not only a little squeamish, but the least possible thing timorous as well. It was he who insisted on his men reefing, and he had only taken the helm to allow them to perform that operation more quickly. He thanked Maxwell for the aid he had given him, obviously asking him for the owner of the Siren, and expatiated on the apparent smartness and activity of the hands he had sent, especially "the tall chap in the red shirt."

Maxwell could not help smiling at the mistake, and the Englishman's

amazement was great when informed that the "tall chap" was the owner of the noble vessel he was now on board, and a Baronet to boot.

Those on board the schooner soon saw the results of the new *régime* in the management of the Hebe, for such their new guest informed them was the name of his yacht. Already the reefs were shaken out, and the little vessel careened over at a fearful rate, under the pressure of her whole mainsail, at times it seemed as if the whole of her bright sheathing, even to her keel was visible as a heavier puff than usual buried her lee side in the waters. The wind was pretty well aft, and seemed to become freer every minute; the flag-boat where it was necessary to change the vessel's course was at hand, and the headmost racing vessels, of which there were two before the Hebe, were now making preparations for jibeing by lowering their peaks. It was now obvious that the Hebe was gaining on the latter of the two, but the first, which it seems was the famous Will-o'-the-Wisp, the clipper of the season and one of the fastest craft that even the celebrated Hatcher had yet turned out, was still apparently holding her own, and appeared sure of the race.

"Is your gear all sound, throat and peek blocks well strapped," asked Sir Harry, as he stood at the Hebe's tiller—now anxiously scanning the cutter's mainsail—now watching the proceedings of his two opponents.

"Yes" replied the elder of the two men on board, "I overhauled them all this morning, not a thread chafed or a pin loose anywhere."

"Then we'll jibe all standing," cried Sir Harry, "and try if we can't get the heels of that headmost chap! the other fellow we are overhauling hand over hand."

The second vessel they passed about a hundred yards from the flag-boat, and it was with no small alarm that the crew of the Hebe saw themselves so near the turning point, with undiminished sail—indeed, it was rather a ticklish manoeuvre, and few less bold spirits than Sir Harry would have ventured to risk it. The Hebe to be sure was not very much over rigged, and being new her gear was all good, so getting all hands to the mainsheet, he gave her the helm—swig went the boom with a shock, that made the little craft tremble to her very keelson and she passed the flag-boat in safety. Emboldened by this success, Sir Harry now ordered the topsail to be set, at which order the Hebe's crew stood aghast! but Muir seized the halliards at once as he had been expecting the order, bent them to the yard, and in a jiffy, to the utter amazement of the owner, the Hebe was tearing along at a rate which it really bothered the Siren to keep up, without setting more canvas. The Hebe was now gaining perceptibly on her only competitor—when

as she heaved her distance up goes the Will-o'-the Wisp's topsail also. The wind to the flag-boat being considerably abaft the beam, it was all well enough while this should last, but the next turn they would be on a wind, and reefing seemed inevitable.

"I doot if we'll get the better of that Jack o' Lantern after a'," said Wull, after a long anxious gaze at the headmost cutter which was still holding her ground most manfully. "It's mair than time he was gettin' in some of his flying kites, he canna think o' hauling his wind under a' that press o' canvas."

"Why I think his topsail yard looks lower than it did a few minutes since, it surely can't be the strain upon the halliards alone that has done it. Take the glass Wull, and see what you can make of her."

"Heh! but he's a clever chiel wha ever he be, that sails that Gipsey, I dinna think mony oot o' the Lairks cud bate him. I reckon he'd be maist a match for Bauldie Morris or Rab McKirdie himsel'."

"Why what's he doing now," cried Sir Harry impatiently.

"Dacing, Sir, troth he's daein' what few but himsel' ever thocht o' afore, he's carryin' his topsail on a twa reefed mainsail and a real cunning way it is, for he'll just donn with his tapsail and be roon on the other tack without loss o' time. I think we canna dae better than follow his example Maister Hairey." For Wull generally adhered to Arden's early designation and dropped the Sir.

"We'll do nothing of the sort," said Sir Harry impatiently, "his sails are twice the size of ours, and besides his draught of water's less, isn't it," turning to the man next him.

"About a foot, Sir, I think," replied the man.

"Oh, that will do for our purpose, and we'll try what she can do under the whole mainsail, we can but reef at last if we are obliged to do it."

The crew, and even Wull Muir, seemed a little staggered at the boldness of this plan, but the Englishmen only shook their heads, Wull went the length of remonstrating, that "It wud be a sair trial on the bit boatie, and it wud na' be cannie to coup her, when her maister was na' aboard."

"Oh," said Sir Harry laughing, "I'll guarantee you against anything more than a wetting, the Siren is near enough to pick us up, if anything should happen, and I'll take her owner's losses on my own hands. Now, my lads, see all clear to lower the topsail; I see the Wisp is ahead of the flag-boat, and as close-hauled as the wind will let her. She does not seem to me to be looking up to windward as she should; I think it we have seen the best of her sailing."

She seems very sore pressed with even her double-reefed mainsail in this smart breeze" said one of the crew, "don't you think, sir, we should get one reef down at all events?" and with that he made a movement as if to slack the throat-halliards; but Sir Harry peremptorily ordered him to desist, telling him that he'd knock the first man overboard that started a halliard or sheet 'till he told him to do so.

"Now, in with the topsail," shouted Sir Harry, "for we'll be round in a twinkling of a bed post," after a few minutes had elapsed, "See all ready Wull for shifting jibs, and now look to your sheets men for now I have given the flag boat a wide enough berth we'll be round." And so saying he put the helm a-lee, the sheets were hauled taut and the little vessel turned in a somewhat acute angle. Instead of bowling along easily with the wind, she was now battling and contending with it in a fashion which made every timber and plank creak again. She stood the whole mainsail wonderfully, though every now and then, when a stronger puff than usual came, the water rose foaming up over her lee bulwarks till at least a couple of planks of the deck were under water, and the main boom on these occasions, would yield, jerk, and bend to and fro, as if it would have carried sheet, mast and sail away, or perhaps liberate itself by knocking a hole in the side of the vessel as an improvement on her sailing qualities.

The Will-o'-the-Wisp might at this time be some quarter of a mile ahead, but this dead to windward, and Sir Harry could now see her most distinctly pitching and struggling with the waves, under the influence of the freshening and now unfavourable breeze. It was obvious that they were jamming her as hard up to the wind as the handy little craft would lie; but it was already clear, that the Hebe had the advantage in this of at least half-a-point. The breeze was now tolerably steady, and quite fresh enough for pleasure sailing, and there was a little tumble of a sea which was all in the Hebe's favor, for being the deeper vessel and of the greater draught of water, it had less effect on her than the shallower Will-o'-the-Wisp. Her crew soon found that the jamming system was no go, and that they were only deadening her way in trying to do what the builder who fashioned her, never meant she should do; so changing their tactics, they now slackened an inch or two of sheet, and let her run half a point off the wind, hoping to make up by increased velocity through the water for the lee way they thus gathered. It was soon clear that the Hebe was gaining on her. When about half a mile from the winning flag-boat, the two vessels were approaching on opposite tacks, at no great distance from each other, and it soon became evident that one must give way to the other. The Hebe

being on the port tack, it was of course Sir Harry's duty to do so, and it was with infinite chagrin he saw his chance of the race endangered, if not actually lost, by the necessity of keeping away to let the Will-o'-the-Wisp pass clear. Loth to lose an inch that could be helped, he kept hugging the wind until the very last moment, and was apparently only just clearing with his bowsprit end, his opponent's boom, when Wull sung out "Gude guid us, what's happened to his weather rigging, the mast i'll be our his side before he can say Jock Robinson."

And sure enough Sir Harry soon saw, that the strain on the chain plates had torn the plank to which they were bolted clean away from the timbers. The results of this mishap were soon very evident, the vessel's head fell off several points from the wind, as all hands were trying to secure the mast. This was no easy task, for if they rashly lowered the whole mainsail the cutter would have lost her list and in all probability filled from the rent in her weather side and gone to the bottom. Arden was about to heave to, and lend his aid, when the owner of the Will-o'-the-Wisp sprung on the weather gunwale, and sung out in a would-be cheerful tone. "Oh never mind us, we'll make the harbour on this tack, and as long as the little cutty's sound side (confound her to play me such a scurvy trick when I was so sure of winning) is to leeward we're safe enough, you'll need all your time, for here comes number three close in your wake."

Seeing he really could be of no use, Sir Harry did as his generous opponent desired him, and he soon was past the last flag-boat, and her owner had the pleasure of hearing the gun which announced that the Hebe was the victor.

The moment the cutter was hove to Sir Harry hailed his own yacht for a boat, impatient to be on board and again on his voyage, resisting all the efforts of the owner of the Hebe to get him aboard the commodore. "No, no," said he "I am not in rig for all the fine folks I see, it won't do, to give you nobs the idea that all Scotch yachtsmen wear red shirts and canvas inexpressibles."

From the next *Bell's Life*, which they got at Lisbon, they had the pleasure of learning that the Hebe was allowed to carry off the prize she had so bravely won. The owner of the next yacht was emphatically a gentleman, and scorned to lodge as he might have done, a protest on account of Sir Harry's assistance. He told the commodore, that he was satisfied the Hebe had proved herself the fastest boat, and he would be ashamed to sport a cup on his side board, which he had gained by a pettifogging quibble. It is much to be wished that this true spirit of fair and honourable competition—*ut palmam qui meruit ferat*—were more

universally acknowledged amongst British yachtsmen, protests and objections are the bane of cordiality and good fellowship in the first place, and in the end the ruin of the club whose committee or flag officers encourage them. Rules there must be in all associations for whatever purpose, and in sailing they are perhaps more requisite than in anything else, and when a clear intention of committing a breach of these rules can be detected the delinquent ought to suffer for his temerity or dishonesty, as the case may be, but let such objections as drifting on a flag-boat in a calm, carrying a borrowed spar or a boat an inch too short, or even as in this case having an extra hand on board, be scouted by all yachtsmen who wish loyally and liberally to encourage the noble sport.

CHAPTER IV.

LA BALLERINA.

“Not Cleopatra, on her galley's deck
Displayed so much of leg, or more of neck.”

THE WALTZ.

Beautiful weather and favoring breezes attended the voyagers in their southern progress, and they safely anchored in the Tagus within a week from the time they lost sight of the Wight. Both Sir Harry and his companion were delighted with Lisbon, and they agreed that in many points especially the breadth and stateliness of its streets, the position of its citadel the grand old castle of St. George, it more resembled the fair capital of Scotland than any place they had seen. They had already been some days in the river, and had made good use of the time so spent.

A visit to the famous aqueduct, where a guard is placed at either end to prevent the love-sick Lusitanians seeking a quietus to their sorrows by plunging into the depths beneath its lofty arches, had occupied one day, while another had been pleasantly spent in a ramble among the orange groves of Mafra and Cintra. Sitting in the evening of the third day over a cool bottle of claret, which the still warm weather made very palatable liquor, Maxwell proposed that they should visit the opera, where they had not yet been. To this Sir Harry willingly consented, and the gig was accordingly ready, by the hour at which it was necessary to go on shore, from which they lay not much above a hundred yards, and nearly abreast of the custom house.

The theatre is of no great size but rather handsome, it was but moderately filled, so that any new arrivals made a sensation. In a box near where our yachtsmen entered was a young man in a spic and span new

naval uniform, who eyed them very hard as they took their seats "Who can this youngster be? he does not seem much like a sailor for all his gay clothing" said Sir H. after they had been seated for a few minutes. The wearer of the blue and gold as if aware of Sir H's. curiosity in regard to him speedily took a place beside our two friends, and was not a little delighted to meet with countrymen abroad, as indeed most of his compatriots are who are not too sulky or too shy. On further acquaintance he turned out to be the surgeon of the S—— a little steamer recently driven into the Tagus by stress of weather after being near the Cape De Verde Islands. She was bound to the West Coast of Africa, being one of an expedition sent out at the instigation of some philanthropic individuals at home to explore some of its rivers, and if possible take steps which might lead to the amelioration of the tribes of natives frequenting their banks. Our friends found him but a raw youth, taken out of some London Apothecary's shop, ignorant of aught beyond the mortar and pestle, and bribed by large pay; and as he naively admitted the hopes of knighthood—heaven save the mark—to risk his life in this perilous expedition.

After the performances, which were indifferent enough, the ballet excepted, they adjourned with their new friend the doctor to an hotel where they had some supper, and then piloting their medical companion down to the river where he was to meet one of the steamer's boats, they left him with good wishes for his safe return to enjoy the mighty honors he believed were in store for him. Poor fellow he was one of the first who fell a sacrifice to that pestilential climate. His bones and those of most of his shipmates now lying bleaching on the banks of some of the affluents of that white man's grave the river Niger.

The night having turned out stormy, and threatening heavy rain, Sir Harry and his friend were very glad to get on board the schooner and seek refuge in their own comfortable cabins. No sooner were they below than they turned in with reasonable expectations of a hearty snooze. One of them however, was not destined on this occasion to enjoy his repose long undisturbed, for just as Maxwell, who occupied the state-room at the foot of the companion was falling into his first sleep, he was awakened by Wull Muir's voice, who was on deck in charge of the watch, in angry altercation with some one apparently in a boat alongside.

"Na-na there's naebody here speaks that gibberish, ye've mista'en your gate my woman. Ye'll be for ane of thae furin craft lying ahint us, or maybe for the wee Englisher steamer that's awa' doon yonder, she has a lot of heathenism black cattle aboard they ca' Kroomen; they

may ca' them anything they like, but they are a unco funny crew at ony rate, it 'ill be them ye're seekin,—ye canna come here."

To this gruff remonstrance a complaining voice like that of a female in distress seemed to reply but what it said, or what language it spoke, Maxwell could not ascertain. Jumping out of bed he threw on some clothes and hastened on deck, where he found Wull addressing his remonstrances with great vehemence of word and action to a party in a shore boat alongside. As well as the dark night for it was now wet and windy, would permit him to distinguish, the boat seemed to contain two men, her crew, and two women, her passengers, one of whom was standing up in the stern sheets, and seemed in the most earnest manner to beg to be allowed to come on board, what she said was very indistinctly heard between the noise of the wind whistling through the yachts rigging, and the observations of the excited Wull, but from a word which now and then met his ear he thought she spoke French. He found Muir much puzzled to know what was wanted, but at all events resolved they should not come on board.

Though equally in ignorance of what they would be at Maxwell ordered him to open the gangway port, and help the women up, as he would then more readily have a chance of discovering what they sought. A couple of figures, apparently females speedily stood on the schooner's deck, but young or old, handsome or ugly, black or white, the darkness and the huge cloaks they wore rendered it impossible to guess. One of them the taller of the two, and the one whose eloquence had so violently excited Wull's wrath, now turned to Maxwell, and with extraordinary volubility poured forth a torrent of French which to his unaccustomed ears was all but meaningless. He however was able to discover that she mistook the yacht for a French war schooner, also lying in the Tagus, but much further down, indeed near Belem, and the shore boatmen either to save themselves the additional pull or really deceived in the vessels, had brought her alongside the nearest one. Maxwell mustered his best French and explained the mistake as well as he could.

"*Ah! c'est unbatiment Anglais.*" And then in somewhat broken English, but with a very good accent for a French woman, if French she was, she added,—"*Ah dat is one grand malheur vat shall I do it blows so strong I cannot go to Belem cette nuit, oh non non I shall be dead*" and here she burst into a fit of hysterical sobbing. Maxwell who was a kind hearted fellow felt really sorry for her, and the night being too bad to think of her going to search for the French vessel, proposed that she should go on shore again, and if she was frightened to go in

the very small boat she had come off in he offered to send her in the schooner's gig.

"*Oh misericorde monsieur*, don't say you will send me on shore, they will seize me, kill me, rob me. Oh! my dear sir, let me stay with you all night; I will rest in this place; I will sleep here *sur le pont* very well; I will not disturb you at all, I and *pauvre Nannette*," and with this seizing Maxwell's hands she bathed them with tears, and would not let him go till he would consent to her remaining. Unwilling to turn the poor wanderers out in such a night he at length consented, thinking no great harm could come of letting them remain all night on board, as they could be sent to their country folks the first thing in the morning. Ordering Muir to dismiss the shore-boat, he hastened with his visitors to seek the shelter of the cabin, as the night was now most inclement, and he felt some curiosity to know who, and what they might be, who were perambulating the river at such an untimely season.

The lamps had been extinguished in the principal cabin, but leading them in, dark as it was, he set them down on one of the sofas, and desiring Muir to call the steward to get lights, he went into his own cabin to get his dress made a little more complete before entering into female society. He was delayed a few minutes before he could strike a light, and get the necessary articles he wanted, so that by the time he got back to the main cabin he found the lamps had been lit, and all appeared light and comfortable. He was however a little surprised at the sight he beheld as he entered the cabin door. Immediately fronting him busily employed with the assistance of what seemed a smart *soubrette*, stood a tall handsome figure, supported by a pair of well-formed pink legs, attired in the brief drapery which the costume of the Parisian *dansuse* permits, but which amply made up in width for its brevity, protruding in imposing folds of white muslin to an enormous extent from a *petite* waist, which and as far above as any clothing extended, was encased in a corsage as tight as the lower garments were loose, add to this a plentiful display of white bust and neck, a well turned head with abundance of dark glossy hair, and a pair of sparkling black eyes, which Maxwell saw reflected in the glass as he advanced, and you have a picture of Mademoiselle Natalie Miardot, formerly of the Grande Opera at Paris, and then *Prima Ballerina* of that of Lisbon; for such Maxwell speedily detected her to be, she having in precisely the same attire danced a *pas suez* which had greatly delighted Sir Harry and Mr or two previously.

"Ah, sir, I have just escaped *une grande perte*" said Mademoiselle; she turned towards Maxwell, fixing the clasp of a handsome bracelet connected by a small chain with a ring which she wore on her left hand

in the most nonchalant manner in the world. "If it had not been **this** dear leetle chain I would have lost this *bijou* in that nasty boat **and** that would have been very *triste* indeed. It is a *gage d'amitie* from my dear Lord Villiam, he has been to me one very kind friend. **But**, Sair, this is a charmont *salon*, it puts me so much in mind of **my** *boudoir* in the Rue St. Honoré in dear Paris. *Helas, mon ami!* how I wish I was in Paris again; however this will do very well in the meantime.

Maxwell thought it would be much more to the purpose if she would tell him what the deuce brought her there, though he could not help being amused at the free and easy manner in which she made herself at home. "I presume I have the felicity of addressing Mademoiselle Miardot" said he "whose very fascinating performances I had the pleasure of witnessing this evening at the Opera. May I venture to enquire what has induced Mademoiselle to go boating at this hour, on such a night, and if I may venture to add in such a costume."

"Oh dat is very easily told" said Natalie continuing her toilet by applying her delicately laced handkerchief to some traces her tears had left on her rather suspiciously blooming cheek. "It is all de fault of that wicked Comtesse P—— she be of me very jealous, and she suspect de Comte of being too fond of Natalie; he give me some *souvenirs*, de leetle very leetle things. These be much the best" giving a very careless fillip with her finger to one of the handsome emerald pendants that adorned her ears. "I did not want to have them at all he made me take them, so I did tink I could not but wear them von night; but they be *trop grande pour le danse*, ven I finish *le pirouette* at the *finale* my poor leetle ears felt quite ill, I vont veer dem any longer," and in a moment she had the jewels out of her ears and lying on the cabin floor. Stamping her foot she added "I do not care one vat you call pin for Monsieur la Comte,—but dat *ogresse sauvage la Comtesse*, ven she saw me wearing these nasty tings knew them, and swore one great big lie that I stole them from her; and I had just time to get away dressed as I am before the *Gens d'armes* arrived to seize me. Le Comte is in the country and I have nobody to defend me from the Comtesse. She should not be so jealous of poor me, Le Comte is one great admirer of mine! but dat is noting Natalie has de great number of admirers but she can't help dat: can she Monsieur?"

"Indeed she cannot, and I think her admirers must be co-extensive with her acquaintance" said Maxwell gallantly, amused with her *naiveté*, "and pray Madlle. what do you propose doing? Will you give yourself up and trust to your innocence for your defence?"

"No I vont! I'll sooner throw myself into *la Tage* than that, de law

here is very strict, and if they me put vonce in prison I shall nevair get out any more. No I wish to put myself *sur la protection* of my compatriotes. I have already the *connaissance* of Monseieur le Capitaine of La Sylphide which lies in dis rivere, and I did propose to go on board her, when instead I find myself in one ship *de sa Majesté Britannique*, vere I hope I am also quite safe. *Eh mon cher Monsieur* am I not? You will nevair give me up to that dreadful comtesse;" so saying she turned to Maxwell who was leaning with his back against the cabin table near her, and clasping his hand in both of hers fell upon her knee in a style of melodramatic elegance, which would have made her fortune in a ballet and gazing up with her pretty dark eyes she earnestly whispered "*Non, Monsieur, non.*"

Maxwell though not by any means a gay Lothario, being indeed so much the reverse, that Muir's character of him to Sir Harry's aunt when he heard he was going with her nephew was "I'm unco glad to hear it for Mr. Maxwell was a doose quiet weel leevin' lad;" and he added though too low for her to hear "and there's nae doot Sir H. is whiles a wee camsteary, and will be nain the waur o' a bit tow o' a'tether." Still he was not altogether impervious to the fascinations of the softer sex, and Madlle. Natalie really looked so graceful and pretty in her suppliant posture, that he could not have felt in his heart to refuse her almost anything he had the power to grant.

"Why, my dear Madlle. you mistake the character of this vessel, she is not a Queen's ship, neither is she a merchantman; she is what in England we call a yacht, and if she were my property I would willingly promise you a shelter from your persecutors as long as I had the power to give it you: she is not mine however, but the property of my friend Sir Harry Arden, who is now asleep in his cabin. Stay however quietly here till morning, take what repose you can on these couches, and when Sir Harry rises we will see what can be done for you: I am sure he will be as willing as myself to assist you, he is somewhat Quixotic in his temperament, and he has enough of the spirit of the *preux chevalier* to be glad of an opportunity of aiding a lady in distress" so saying he raised Madlle. kindly pressed her hand and begged to offer any assistance the vessel could afford to help her to pass the night comfortably. "I am sorry" he added "that our after cabin is full of lumber; but I hope you will be able to get some repose here, which you must stand greatly in need of after all the fatigues of the evening."

"Our baggage is all on de shore" said Natalie, "but with our manteaux and de canopies we vill do very well, so vid one tousand excuses for keeping you so long awake, I will bid you adieu for dis night; *au revoir Monsieur.*"

Maxwell on returning to his cabin could not but reflect on the odd incident of the evening. He was by no means free from anxiety, and he would have much preferred it had not occurred, for even admitting that the *danseuse* was innocent of the crime laid to her charge, and so much had her pleasant looks gained on Maxwell that he could not believe her otherwise, the aiding her in escaping from the police might be attended with much trouble, yet he was satisfied Sir Harry would not hear of giving her up. He was also uneasy on Sir Harry's own account as his feelings were somewhat susceptible. Being several years the senior, Maxwell had got frequent admonitions from that excellent old lady, Sir Harry's aunt, if possible to keep him out of any entanglements with the fair sex, and yet here he had been the means of introducing a very fascinating young woman on board the yacht, and that too in the interesting position of a wronged and aggrieved *Dulcinea* seeking protection. Probably the first use she would make of her opportunities would be to entrap the affections of the wealthy young baronet. Ere he fell asleep he had come to the conclusion that the sooner Madlle. Natalie could be got out of the schooner the better, and he had made up his mind to dispatch her to the *Sylphide* before Sir H. should make his appearance next morning, *dis aliter visum*.

When Natalie and her maid were left to themselves they speedily made such preparations as were in their power for getting some repose for the remainder of the night; these were easily completed, for having no other clothes than those they stood in, they were obliged to lie down just as they came on board, each on one of the opposite sofas; covering themselves with their cloaks, they were soon with that lightness of heart peculiar to the French character, wrapt in sound and refreshing repose.

Whether it was that Sir H's. slumbers had, though not absolutely broken, been rendered less sound by the various events of the past night occurring so near his berth, or whether it was that his supper at the Hotel had not agreed with him, it is bootless now to enquire; but certain it is that the following morning saw him out of bed at least a couple of hours before his usual time. Now it so happened that to give him space in his cabin for the pretty extensive wardrobe so long a cruise required, he was in the habit of keeping some of his garments in a locker formed under the sofa of the main cabin next to his state room door, the seat of the sofa lifting up like a lid. Indeed he not unfrequently used the saloon as a dressing room, the light being much better than in his own cabin. This morning from the early hour and state of the atmosphere was very dark indeed, and after applying the soap to his face he found shaving without more light impossible, so opening the state room door he emerged

into the saloon a very odd figure, attired from neck to heels in an old tartan plaid dressing gown, for which he had a strange fancy and would persist in using notwithstanding all Maxwell's jeers at its musty worse of the wear aspect, his face covered with lather, one hand armed with a razor the other with a shaving brush. Some of the crew happened just at the moment to be getting the foresail up in order that it might dry after the drenching of last night's rain, and the heavy folds of wet canvas covering the skylight, and the lamps out, Sir H. found the saloon literally in a state of outer darkness. Shaving or anything requiring tolerable light being out of the question until the sail was hoisted, he bethought himself of getting out a clean shirt in the meantime. On attempting however to raise the seat of the sofa, he was surprised to find it much heavier than usual for it was too dark to detect any object lying on it; imagining the weight to be caused by books or other articles left by the steward the previous evening, he boldly pushed it up with both hands, exerting his full strength which was but a trifle less than Samson's, and was stooping down to take out what he wanted, when his ears were saluted with a piercing shriek.

"Oh! grace de Dieu! j'elouffe, je suis tuée, mon pauvre pied il est cassé."

At this extraordinary outcry Sir H. let fall the sofa, and at the apparition of Madlle. Natalie, which the removal of the sail now made distinctly visible, he started back, clearing one half of the cabin at a bound, when his further progress was stopped by his coming in contact with Nanette, who at her mistress's scream had rushed to her assistance. The way Sir H. had on, as he would himself have expressed it, fairly launched the poor little soubrette over, and something tripping his own foot at the moment, he fell after her and in a second they were both lying in a heap in a corner of the cabin, the maid shrieking out murder at the utmost pitch of her voice, and Sir H. so utterly flabbergasted as to be unable to articulate a word.

Natalie's first shriek aroused Maxwell, and fearing some mishap he rushed into the cabin, where a most absurd scene presented itself. In the corner lay poor Nanette and Sir H.'s long body athwart her. His head having fallen on the corner of the sofa opposite to the one where Madlle. Miardot had lain, he had really received a sharp blow, and between the novelty of the situation and the effects of the fall, he was unable to collect his ideas sufficiently to get on his legs. Stooping over the prostrate couple and pulling most lustily at the tails of Sir H.'s *robe de chambre* stood Natalie not much different from what she was the previous night, and not apparently much the worse for her squeezing.

Her well starched garments even yet protruded at an immense angle behind her as she bent her body over Sir H. and her foot still encased in its pink stocking and white satin shoe, beat the floor quickly in her rage at her inability to remove the lengthy carcase that seemed to be smothering Nanette. She was too excited to speak, but rather uncomplimentary epithets to Sir H. forced themselves from between her clenched teeth. Maxwell had just come in the very nick of time, for finding her efforts all ineffectual to remove Sir H. by pulling, she had taken to kicking him, and although a satin shoe was not a very dangerous implement, she doubtless would soon, as most women when pushed to extremities will do, have taken to the feline weapons, with which nature had furnished her—her nails.

Maxwell's first task was to raise Sir H. who between the soapsuds on his face, and the paleness created by his fall, really looked very ghastly indeed, he was able however with Maxwell's assistance to get on his feet, and in a few seconds came sufficiently to himself to demand an explanation of the very extraordinary position in which he found himself.

Sir H. was at first disposed to be not a little angry with his friend for not having roused him the previous night, to inform him of the arrival of his unexpected guests ; but his anger was never very lasting, and he was soon satisfied with Maxwell's explanations. He now took such an interest in Madlle. Miardot's wrongs that he forgot his own absurd introduction, and he had no sooner got himself properly attired than he was disposed to go ashore to make enquiries as to whether the prosecution of the poor *danseuse* was likely to be continued, never for the moment doubting the truth of her story. Both Madlle. and Maxwell however agreed it would be wiser to send Nanette at first to the manager of the theatre, both to procure proper garments for Natalie and also to hear how matters stood with the Countess. With this view the gig was soon dispatched with Nanette and Dawson, who was a very sensible fellow to see how the land lay.

When Maxwell entered the saloon at breakfast time he was rather disconcerted at seeing the good footing which was already established between Madlle. and Sir H. He found her seated at the breakfast table in all the nudity of her evening attire, no such thing as a shawl being on board the schooner, and although looking somewhat jaded after her various mishaps still fascinating enough in appearance to excite the admiration of a more sluggish temperament than Sir Harry's.

"Come away Maxwell" cried he in great spirits, "Madlle. is teaching me the proper method of concocting '*Cafe Royal*' alias '*Gloire*' and I would recommend a single cup of it to you after your night's adventures

un cavalier des dames, it is most capital stuff I assure you, shall we give him a cup Madlle. or does his want of gallantry in permitting you to remain a night on board without rousing me to welcome you deserve any?"

"Oh assurancement we will give him one leetle cup" answered Natalie smiling, "he did behave very well to me and poor Nanette in our distress the night that is past, and I will not be ungrateful."

As Maxwell found this "*Gloire*" exceedingly pleasant it may be as well for the benefit of others to record Madlle's mode of preparing it. Having filled a cup about three fourths full of very strong coffee, adding a sufficiency of sugar, she then poured about half a glass of cognac over the back of a spoon so gently as not to permit the spirit to mingle with the coffee, and then lighting a match at a taper which stood on the table she set fire to the spirit; the coarser and more fiery particles being thus consumed, she stirred the residue until well mixed with the coffee, and the result was a delightful compound, something between simple coffee and a liqueur combining the *café* and the *chasse* in one.

"How comes it Madlle. that you speak our language so well, I would almost take you for a native."

"Ah you too much me flatter, I once could talk English very well indeed, but that was when I did live in your country, now I forget. Sometime or other perhaps I may tell you the history of my life; but here comes Nanette and *grace au Ceil* my clothes. I shall now be able to appear more *comme il faut*."

The accounts Nanette brought from the theatre were not very encouraging, the countess who had long been jealous of her lord's admiration or supposed admiration of Natalie, was determined to be revenged if she could lay hands on the *danseuse* and even threatened if she took refuge on board the French ship as it was reported she had done, to apply to the French minister to have her delivered up. The manager strongly recommended her to get out of Portugal as fast as possible, the influence of the Countess being very great and her vengeance not to be trifled with. Natalie's wardrobe was sent, and rather a bulky one it was, occupying no less than ten packages, but her salary now due for some months and amounting to a considerable sum, was retained in consequence as the manager said of her breach of engagement.

"Ah, Monsieur le Clerc is one very shabby fellow" said Madlle. "but if I was only out of this nasty country, I could do very well without his dollars; but alas, how shall I get away? I will go and put on a dress more befitting a poor demoiselle in distress and seek the protection of the captain of *La Sylphide*, he will nevaire refuse his aid to a poor compatriote."

Sir H. said nothing, but Maxwell declared he thought it the best thing Madlle. could do in the circumstances, and they both went on deck leaving the cabin for Madlle. to make her toilet in.

On reaching the deck Sir H. laid his hand on Maxwell's arm and said earnestly "What's to prevent us helping this poor girl out of the sad scrape she is in? I suppose it's much the same thing to her where she goes provided she gets out of Lisbon. It will be the easiest thing in the world to give her a passage to Cadiz, or for that matter to Gibraltar, from which place she can easily get back to France."

This was the very thing Maxwell dreaded, and he therefore magnified the risk of tampering with the police laws of Portugal, and the danger of carrying off a criminal from justice.

"Oh that is nothing, our papers are all right and we may be off directly and the authorities will know nothing about it till we are outside of that stupid old fort of theirs at Belem, and then the old lady will show them a pair of legs—if this fine breeze holds there is not a craft in the Tagus has a chance with her."

Maxwell, who had a touch of sly humour about him, drily asked Sir H. "if the legs he meant to show them were Madlle. Miardot's pink ones."

At this ill timed joke Sir H. looked savage, and was turning away in silent indignation, when Maxwell added in a more serious tone. "Well, but my dear Harry, think of the impropriety of carrying about opera dancers, even supposing them not also to be thieves, which seems not impossible in this case, what would your worthy aunt say to it? and that long-tongued adherent of yours, Wull Muir, will be sure to narrate the story with sundry improvements of his own on our return home."

"Oh, Muir be hanged" said Sir H. "I believe the girl to be perfectly honest, and what is perhaps more uncommon for a dancing girl, perfectly modest also, and I don't give a pipe of tobacco what folks say. I'll offer her a passage if she likes to go, and I'll trust to my good character in spite of scandal—you may look to your own Master Brook."

Maxwell knew Sir H. too well to offer any further opposition, for a mule could not be more obstinate when his mind was made up, and in truth his own feelings were sufficiently enlisted on behalf of Madlle. to make him secretly pleased at what his friend had resolved upon, laying the flattering unction to his soul that he had done all he could to prevent Sir H. being led into temptation, but since he was wilful and would run the hazard there was nothing for it but trusting to Providence for the result.

The baronet, always prompt and energetic, had already ordered all to be got ready for a start, and they were busy heaving the anchor short when Madlle. came on deck, becomingly but most modestly attired in

dark dress, made with that perfect neatness and elegance which French taste only can exhibit. Her boots and gloves fitted her so well that they almost seemed to be parts of her person, a handsome shawl was wrapped round her shoulders, concealing her somewhat remarkable figure and well fitted to defend her from the sea breeze, while a simple bonnet with a large veil protected her features from the prying glances of the crew, and the too ardent rays of the sun.

Take her altogether a more complete contrast between Madlle. Miardot in her theatrical attire, and the ladylike modest girl who now stood on the schooner's deck could hardly be conceived.

On making her exit from the companion she went straight to where Sir H. was standing superintending the men, who were engaged getting the chain in, and begged that he would add to all his other kindness, by giving her the use of a boat to go on board the Sylphide. Sir H. started when he saw the transformation that had taken place, and turned to Maxwell with a smile which plainly said "you see my character is in no such great danger after all."

Sir H. said "she was most welcome to a boat, but if she thought she could trust her safety to his schooner and his crew, he was just about to sail and would be delighted to give her a passage to Cadiz, which was the port he was bound for next."

The *dansense* seemed not a little affected at this proof of Sir H's kindness, for she doubted not he started solely on her account, but she declared that "not for worlds would she let him run the risk of annoyance at the hands of the police by aiding in her escape."

Sir H. however would hear of no reason to the contrary, and declared that "he would take the police in his own hands, and would think it unkind of Madlle. if she trusted herself elsewhere, when he had the power and the will to aid her." It may be easily imagined that Natalie was not difficult to persuade to a course of proceeding which relieved her of much difficulty and danger, and she and Nanette were soon installed in the after cabin which was cleared of its lumber, and busily employed in making such arrangements as would conduce to their comfort for the night or two they expected to pass on board.

(To be continued.)

LOG OF A VOYAGE UP THE NILE TO THE SECOND CATARACT.*

FROM ASSOUAN TO WADDY HALFEH.

DECEMBER 24th.—Last night was much warmer, thermometer 63° in after cabin. Before breakfast went to see the ruins of a temple in a palm wood of some extent opposite the landing place, but did not find it particularly interesting. After breakfast the three Reis of the cataract including the oldest and chief Reis Hassan came on board and we started for the cataract, which instead of being one fall is several long reaches of very rapid water, the bed of the river hereabout being much impeded by rocks. It is divided by the Arabs into various Babs or Gates, at each of which the aid of the Shellalieh or people of the cataract are requisite to haul a boat up. The greatest actual ascent in any one of these is about six feet. After getting us up the first Bab or rapid, by means of a stout rope attached to the *Fortunata's* bows they left us at an island called Sehayl where the wind failed us, and there was not sufficient power collected to take us further without its aid.

About 3h. p.m. a fine northerly breeze sprung up and we got through another reach, and made fast to a sandy beach for the night. Shortly after the Cataract people brought the *Canopus* up to within a few yards of us. We had hardly come to, ere our dragoman began making an ornamental approach to the boat with palm leaves and branches in celebration of Christmas. After dinner the *Canopus* showed some paper lanterns on her poop. Our dragoman soon had twice as many lit on board the *Fortunata*. He is very jealous of his Mussulman neighbour. A note came from the *Canopus* asking us to dine on board next day, but as Abrams had intimated that he had a peculiarly good dinner in preparation we got them to promise to come to us instead. To do further honour to the advent of Christmas Abrams treated us to a rather heavy composition, something like egg flip, which the two Canopic gentlemen came in partook of. It was by no means a good tonic to prepare us for the luxuries of tomorrow, so we all indulged in it very sparingly, much to the compounder's dissatisfaction.

25th.—Our neighbours from the *Canopus* and J. T. started early for Philæ, walking to Mohatta, a small village above the cataracts, and from thence took a small boat to the far famed Island which lies in mid-channel about a mile further up. In the afternoon I walked up to Mohatta, taking it very slowly for the heat was now great, and be-

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tokened that we were really approaching the tropics. While sitting on a rock overlooking the river I noticed a dahabeeah carrying English colours leave Mohatta, this turned out to be Mr. Buckle's new craft, she was badly painted, and this with her windows mended with old newspapers gave her a peculiarly seedy shabby look, which strongly betokened the presence within of rats, bugs, cockroaches, fleas and other vermin. When I reached Mohatta I could see nothing of the German missionaries whom I expected to find there. When on my return to the boat, I saw a party of Franks landing whom I took to be them, but they turned out to be our own party returning from Philæ. There having been no wind, the boats had not been moved to day, which suited Abrams well, as he got time to aid his cook in preparing our Christmas dinner. Being as I have said very jealous of the dragoman of the Canopus, a Nubian and of course Mahomedan, he was very anxious to put his best foot foremost. Accordingly when dinner was served it proved really wonderful considering the locality. It consisted of excellent mock turtle soup, a very good *volavent*, dressed chicken, cutlets, curry and sundry other *entrées*, and a wonderful tart composed chiefly of bitter almonds containing prussic acid enough to poison the whole ship's company, besides the usual *pieces de resistance* of a Christmas dinner. These good things washed down with a bottle or two of Geesler's champagne made not bad fare for the middle of Africa. I believe there was whist in the evening, but between my hot walk and good dinner I saw or heard nothing of it.

26th.—Breakfasted early and walked up to opposite Philæ, where we got a small boat to ferry us across. We lunched on the island and spent the day examining the ruins. In the principal temple that of Isis we found the smell of bats most overpowering. At first we thought it was that of broken up mummies, but we did the poor mummies grievous wrong, there is nothing about them so disagreeable. We came to the conclusion that the much vaunted beauty of Philæ is rather a myth. Its position, its rocks, its many palm trees, its splendid temples are no doubt so many points in its favour, but the main part of the island is covered with the remains of miserable huts of crude brick or rather mud, once a numerous inhabited village though now quite deserted, and this gives it such a mean sordid look that all admiration is lost upon landing. A score of English navvies and a couple of Scotch gardeners to level the mud, and lay it out when level in beds and walks as an English garden, might indeed at no great cost make a beautiful spot of it over now.

The sculptures in the temple of Isis illustrating the death and resur-

rection of her husband Osiris and the birth and early life of their son Hirus are very curious. There is a small temple dedicated to Hirus, near the door is a very striking life size figure of Isis with her usual horned head dress suckling him after he has come to man's estate. Our walk back to the *Fortunata* was extremely hot, as may be supposed when we found the thermometer in the cabin on our arrival at 87°.

27th.—The wind what was of it was decidedly from the South, and the Cataract people were most unwilling to move us, but Abrams who was getting impatient at the loss of time insisted, and we got up an additional stage but not without much trouble, and indeed serious damage, for we struck on the stones of a weir stretching out into the river for catching fish and injured some of the after planks, as was proved to our cost by the water the boat made all the afternoon. After we had finished shifting our berth I mounted a camel for the first time and rode to Mocatta alone, the rest of the party of both boats except S. who remained by the *Fortunata* boat having gone early to Philæ to sketch. I found the camel's walk very awkward at first, as the saddle was made very high behind and struck me in the small of the back, if I did not take care to swing myself so as to keep time with the brute's long awkward stride. The slow trot of four or five miles an hour is pleasant enough, but the fast trot is terribly rough. The camel boy insisted I should take the bridle, but as soon as he quitted it the perverse brute set off at a pace that nearly shook me to pieces, and I was most thankful to get him stopped. The ride cost but sixpence—it was not very far to be sure but quite long enough for a commencement. I could not stand a long journey on camel back and therefore must decline Buckle's tempting offer to accompany him across the long desert by Petra to the Dead Sea and Jerusalem.

At Mocatta found the *Clotilde*, she had returned from the Great Rock Temple of Abou Simbell, without going all the way to the Second Cataract. I went on board her and was very politely received by the four Swiss gentlemen who were her occupants, and who kindly took charge of some letters I wished taken down to Cairo. The *Clotilde* is a handsome roomy boat, with a piano on board, but which the Swiss declared was very bad. On my way back to the boat I was overtaken by the party from Philæ. We found both boats lying close together. The Canopics' spent the evening with us as usual, so we cannot be said to have wanted pleasant society on the Nile.

28th.—Our two friends from the *Canopus* joined T. and S., and started early for Philæ. S. whose first visit it was, riding on a donkey. I remained by the *Fortunata* while she and the *Canopus* were taken up

all the remaining reaches of the Cataract, except the last which is the most formidable. The party from Philæ returned about 5h. S. very much exhausted. The ground being rough in the vicinity of our new locality he had to be carried on board. So hot was it at night that I had to sleep with an open window in my cabin.

29th.—About 10h. a.m. all the male inhabitants of the villages near the Cataract were collected by signal from one of the head men who stood on a high rock waving a shirt which probably once might have been white, tied to a stick. Large ropes were provided by the Reis of the Cataract and upwards of 150 people yoked to them, who dragged the boat up by main force, what wind there was being against us. At one place she struck, and no power they could exert would move her, until old Reis Hassan, a man upwards of 70 years, but still stalwart and vigorous stripped to the buff, all but a waist cloth round his ancient loins, and rushed into the raging river, put his brawny shoulder under the boats run like some Triton of old helping by order of his master Neptune a ship of Ulysses or Æneas, and pushed her off the rock on which she hung. At last we were through the last gate and free to sail away to Waddy Halfeh. But alas we were no sooner off the rocks than we began to settle down into the river, and it was found that we had sprung a most dangerous leak. Two divers went down with tow and a caulking iron and temporarily repaired the damage. How they can see anything with their heads sunk in the muddy waters of the Nile it is difficult to understand. The Canopus got up without injury. After a short delay at Mohatta we ran up to Philæ and beached the *Fortunata* on its sandy shore, took out all our stores, so that something more might be done to stop the leak. Two other divers now went down head foremost aft remaining about forty seconds at a time, tinkered away at the old boat's bottom. We had all gone ashore, T. to sketch, I to read and S. to smoke and meditate, when at 3h. p.m. we were summoned to get underway as Abrams was most anxious to take advantage of a fair wind to follow the Canopus up the river. When we got afloat we found the leak forward decreased, but the one aft still bad, the water requiring to be baled out every two or three hours for there is no pump on board. At one time it got so bad that the Nubian pilot we had got at Mohatta had to strip and dive to try and stop it a little,—but to no purpose—he came up shivering like an aspen, so much so that I ordered him some spirits, but he said it was too strong and would not take it, rather unlike pilots in colder countries. I was afraid we should sink during the night for want of baling and was very glad when we came on. The rats driven from their usual locality, by the influx of water,

made high holiday in my cabin during the night, getting out through the imperfect fittings of the lockers under the beds. From the noise they made they seemed to be playing hide and seek in my boots, and I accordingly found the comfort of these articles of dress much interfered with by the quantity of nut shells left in them by their nocturnal visitants. After seeing the rough usage boats are subjected to in passing the Cataracts in winter when the river is low, I wonder owners allow their boats to be taken up on any terms. The Swiss in the *Cloilde* told me that when they were being taken up the hawser broke, and that they were so afraid of total shipwreck that three of them jumped overboard expecting if they remained on the boat to be dashed to pieces on the rocks. Everything is most clumsily managed, and as an Arab cannot splice a rope the joinings of the hawser and lines are most inefficient. The only clever thing I saw in the performance, was the way in which the old Reis after his exertions swigged bottle after bottle of bitter beer, each at a draught.

30th.—Now that we are in the Tropics it has become quite cold again, and I have had to take to the warm clothing dispensed with at the Cataract. When the boat was baled out this morning the water was above the lower beams. At 10h. a.m., passed the small temple of Dondœ but did not land. At noon the wind failed and we had to come to, being unable to pass a stony point where the current was very strong. The muddy banks of the Lower Nile have quite disappeared, and there seems little or no irrigation up here. A narrow strip of vegetation runs along the river bank,—the valley of the Nile being now much narrower—instead of wheat it is generally a sort of lupin bearing a seed much used by the Arabs for food. Now and then the castor oil plant is pretty common, and occasionally cotton. The views of the arid Nubian hills as we ascend are very fine, the shapes being often most fantastic and in the afterglow of sunset the colour is superb.

31st.—Fine breeze, sailing fast all morning. At 2h. p.m. sighted the Canopus a long way ahead. Reached Karasko at sunset and came to astern of the Canopus. We were glad to be in company with her and her pleasant inmates again, the more particularly as it had been arranged that we were to take our New Year's day dinner aboard her. One of our neighbours came aboard and spent the evening, but did not wait to bring in the New Year.

January 1st.—Found the crew tracking the boat when I got up. Went ashore and ascended a hill in the Desert on the Lybian shore, from which there was a remarkable view. I experienced considerable difficulty in finding the boat again. At noon went on board the Ca-

nopus and had service. J. T. bought a chameleon, a very ugly animal. It seemed quite harmless, though when offended in any way it makes most hideous faces and its back becomes quite black, the usual colour being bright green. It has taken up its position on one of the branches of our cabin lamp where it seems inclined to remain, but as it will eat nothing, not even flies, I do not expect it will live long. We met a dababeeah called the Theresa with two English gentlemen brothers, on board. They sent their boat, but it was only to borrow or buy bread and Hasheesh, an intoxicating stuff the less respectable Arabs smoke, for the crew. Many well regulated boats do not permit it on board, especially if there be ladies, as the men are apt to become noisy and turbulent under its malign influence. It is a solid gummy looking stuff not unlike gambouge in appearance. I tried smoking it, but found little effect, at least from the quantity I took. It is in taste not unpleasant. Indian hemp, the supposed constituent of that popular medicine Chlorodyne, is believed to enter largely into its composition.

After tracking against a head wind all day, we came-to alongside a sandbank for the night. Took the small boat to get on board the Canopus, where we had an admirable dinner. The dragoman though a Nubian, and as black as a sloe is one of the best on the Nile. He had been taken early to England by Mr. Murray once our Consul General in Egypt, so he speaks English well and understands our ways and habits. He always wears the Arab dress but of very handsome material, his lower limbs however being generally bare all but a pair of slippers. His appearance however is very pre-possessing. He shows with obvious satisfaction, though much modesty a handsome gold watch he got from Mr. Murray. Take him all in all Abdallhadi is the best dragoman I have seen on the Nile. We spent a most pleasant evening, S. was better than any evening since we left Alexandria. I am sorry to say the climate hitherto has not done much for him.

2nd.—At noon abreast of Ibreen, which is said to produce the finest dates in the Nile valley. We saw two crocodiles to day, but too far off to get a shot at them. Having mentioned in the hearing of the dragoman that the Constellation of the Southern Cross had been visible for some nights, though as yet very low in the horizon, he begged of me as a great favor to point it out to him, as he had never made a voyage up to the Second Cataract without being asked about it, and he had never yet been able to show it to his passengers. I was glad to be able to teach him astronomy to this extent. It is not difficult to recognize especially after seeing the drawing of it prefixed to Dr. Scoresby's *Cruise of the Royal Charter*. It consists of four stars but they do not form a very

regular cross, nor are they of equal size and brilliancy; it is not nearly so fine a constellation as the Plough in the northern heavens, to which it in some measure corresponds. It being very cold on deck to day notwithstanding that we are now a long way within the tropics, I remained a good deal in the cabin reading the second volume of Miss Martineau's work on the East which I had borrowed from the Canopus, induced thereto by Buckle's high praises; "Eothen's descriptions" he says "may be the more brilliant, but the Lady's are the most true."

3rd.—While lying at the bank last night, the crew had to light a fire to warm themselves the cold was so severe. On going on deck found we were passing Abou Simbel, the grandest rock temple in Egypt or probably in the world. The huge colossi, the originals of those lately in the Crystal Palace, smiled benignly on us as we sailed along under the influence of a pleasant breeze. After breakfast we met two boats hired we understood by Miss W., a lady of fortune travelling with a retinue of friends and servants and requiring two boats, both of large size. At 2h. p.m. we met Mr. Buckle on his way down, with all these we exchanged shots as is the rule of the river. At 7h. we reached Waddy Halfeh which we found a long straggling village on the east bank of the river, with many palm trees and a considerable amount of cultivation behind it. We gave the crew 100 piastres of backsheesh with which they seemed much pleased, but they deserved it, they had behaved very well.

4th.—Canopus arrived having been aground nearly all night; J. T. resolved to push on with the dragoman some forty miles to Semneh, a temple bearing the name of Thothmes III., the Pharaoh of the Exodus; this Semneh was also the boundary of the Roman Empire to the South. They started on camels hired from the Governor of Waddy Halfeh, a rather shabby looking individual who came on board to arrange the matter, proposing to sleep out in the desert without protection of any kind. I was much opposed to his going, fearing he might come to grief, but he would have his own way. It is the first difference of opinion we had on board from the commencement of the voyage. I and S. crossed the river, and mounting donkeys, one with nothing but a bit of sheepskin, the other with a bare wooden saddle on their scraggy backs, rode to the Rock of Abou Seir, four miles above Waddy Halfeh and at the commencement of the Second Cataract. We ascended the Rock till we were able to overlook the cataracts which extend a long way up and seem in the present state of the river quite impassable for even a very small boat. We found many names we recognized cut in the freestone of the rock; not to be behind former visitors I devoted

the blade of an old pocket knife to cutting mine immediately below that of an old friend. This and lunch occupied us till it was time to return. Riding a donkey without stirrups and with a bare wooden saddle I found a fatiguing operation and was very glad to get off and walk, when my legs were so stiff I could hardly use them. After our fatiguing expedition and to console us for the absence of our amiable friend, now buried in the depths of the desert, T. and I indulged in a bottle of champagne which did us both a world of good. Our kind neighbours of the Canopus as usual spent the evening with us. They had also joined us in our ride to Aboo Seir, but as their excellent dragoman had brought good donkey's saddles with him from Cairo, they did it much more comfortably than we did.

(To be continued.)

THE LOG OF THE LIVONIA.

In consequence of the arrival of this schooner being so late in the month we were unable to insert her log in our last number, and which we now give in detail:—

Monday, Nov. 6.—Early morning saw the vessel under weigh, running off on the starboard tack, with mainsail, foresail, staysail, and third jib set; free northerly breeze and fair ebb tide, which sent her skimming along the western margin of New York Bay, and at 7h. 30m. out of the Narrows, between Forts Hamilton and Tomkins, which guard the entrance to the harbour. Hence we sped away towards Sandy Hook, the norther coming in gushes from Raritan and out of the highland gulleys of Staten Island; the leading wind sending the yacht levaning off ten knots; the atmosphere being of that clear ringing sharpness peculiar to the climate, and registering a temperature of only two degrees above freezing, with a bright morning sun gilding the heaving sea, and lighting up a cloudless sky of Italian blue. The Spit buoy—one of the marks in the racing course—was soon left astern, and with sheets right off we were heading away Eastward oh! At 8h. 45m. Sandy Hook was abeam and in the bight of the Horse Shoe were lying an American fleet, comprised of four small, crazy-looking frigates, the crews of which had for some weeks been looking out for an expected Muscovite squadron, bearing Prince Alexis from Madeira, or some other port, to the Western Great Republic. Wishing the Yankee fleet a speedy deliverance from their transportation, and Imperial exis quickly and safely through the mobbing and all inflictions which await arrival, we take our departure from the lightship, and steer away in parallel degrees for the open sea, bearings and distance being S E. by S., two miles. At 10h. 15m. the highlands of Navesink dipped in the western board, and at 11h. exchanged compliments with the Cunard Royal Mail steamer Parthia, bound for New York. At noon Fire Island Lighthouse, Long Island, was

sighted from deck, our latitude being $40^{\circ}26'$ N., long. $73^{\circ}18'$ W., course E., distance run 25 miles, variation of compass 7° W., barometer $30^{\circ}06'$, thermometer 30 degrees. The sea log here commences, which is kept according to civil time. Afternoon. Increasing N.W. breeze; ship averaging ten knots; a long, true sea running. 6h., 30m. Montauk Light, east end of Long Island, bore N.b.W., distant 40 miles. Midnight. Cloudy, with heavy squalls.

Nov. 7th.—Morning. Hard nor'-wester, weather cloudy, raw, and cheerless, and not a sail in sight; in the morning watch set the squaresail; yacht keeping up an even speed of ten knots by logs. Noon. Lat. by account $40^{\circ}18'$, by observation $40^{\circ}13'$; long. by account $68^{\circ}5'$, by chronometer $68^{\circ}17'$, course south 88° east, distance run 239 miles, barometer $29^{\circ}76'$, thermometer 32° , clock show of Greenwich mean time 4h. 36m. Afternoon. Thick rain and sleet, with hail at intervals. At 4h. p.m. hove in the bowsprit to the short reef; hung up spitfire jib as a standby; very heavy squalls coming up: ship behaving splendidly. At 6h. a moderate gale was blowing and the wind quartering; the storm squaresail, after being tried sharp braced, was of necessity lowered. The northern edge of the Gulf Stream was passed about 2h., and in the first evening watch a change of temperature was apparent, the sea water registering 60° , and that of the air being increased from 32° at noon to 56° at 10h. p.m. At 11h., a flying fish alighted upon deck—a most unusual visitant to high latitudes.

Nov. 8th.—Morning. Continued squally weather; wind unsteady from north-west, to W.N.W. 8h. a.m. Re-set squaresail. 10h. wind dead aft, and vessel running by the lee, so jibed over, and kept a point to the southward of east, close reefed staysail, and hauled it down ready, the sky looking wild; perfect spouts of wind accompanied by rain in tropical violence. Noon. Making due east course, wind strong westerly, thick rain, high sea, and sun obscured. Lat. at noon by account $41^{\circ}5'$ long. $62^{\circ}54'$ west; course north 79° east; distance run 240 miles. 3h. p.m. Wind southerly, blowing a gale; took in foresail and main trysail; setting triangular sail on mainmast, and ran the vessel before a high following sea under this and the squaresail. At 6h. the squaresail sheet parted, and soon after the sail split up the leech, hauled it down, and set double reefed staysail; the wind N.N.E., and well forward the beam. 10h. more moderate; set double reefed main trysail, and checked sheets. Midnight. Thick, dirty weather.

Nov. 9th.—Fresh north-west breezes; at dawn packed on foresail, and shook out staysail reefs. 10h. a.m. Sighted a sail in the north-west under close reefed canvas. Noon. Thick, muggy weather; the Gulf Stream, temperature 60° , running to the eastward like a hill torrent, having set the yacht 20 miles in 24 hours; lat. at noon $40^{\circ}57'$ north, long. $58^{\circ}23'$ west. Sun obscured. Course south 88° east, distance run 206 miles. Sable Island N.N.W. 190 miles. Afternoon. Keeping up a speed of ten knots, and running beautifully. Evening. Clear, hard, northerly sky, a brilliant aurora shooting up from horizon to zenith.

Nov. 10th.—Middle watch. Increasing wind, with very heavy squalls of

hail and sleet; took in the main trysail at dawn, and ran before a north-west gale and high following sea under head sails alone, the vessel acquitting herself beyond all praise, and keeping up an even hourly log of ten knots off the reel for these 24 hours. At noon Cape Race (Newfoundland) bore north, 320 miles distant; lat. by account $41^{\circ} 23'$, by observation $41^{\circ} 24'$; long. by account $53^{\circ} 11'$, by chronometer $53^{\circ} 22'$ north. Course, north 81° east, distance run 240 miles, thermometer 60° , barometer 29.70. Evening. Weather moderating. 8h. p.m. Set the main trysail, the wind dying out, and causing the ship to roll heavily. Very vivid lightning at midnight away to the southward from out of an inky black sky.

Nov. 11th.—Light, changeable breezes from south-east to south-west, thick haze, and passing rain squalls; yacht, with all sail set, just keeping steerage way. Forenoon. Same weather. Noon. Lat. by account $41^{\circ} 57'$ long. by account $50^{\circ} 25'$. Course, north 75° east, distance run 129 miles. Barometer 29.61, thermometer 61° . 2h. 30m. Lowered foresail to meet a southerly burster, which passed by quickly. At 3h. p.m., the sea in a perfect boil, and in a heavy roll, the main trysail, close-reefed, burst out from clew up the leech, this canvas, with our other storm sails, being of very questionable quality. Set jib-headed trysail—an American sail—and one to be depended upon on an emergency; the weather alternating from heavy squalls to clock calms; at dusk, barometer $29^{\circ} 15'$; vivid lightning all round, sky looking very wild. First watch. High topping cross sea; vessel rolling about to most unusual angles.

Nov. 12th.—Middle watch. Hard westerly squalls. Sea very hollow, and yacht beating 'a porpoise' out of all sight at rolling. At 6h. 30m. a.m., bent squaresail on yard, and set it, afterwards lowering staysail and trysail; the wind coming in heavy squalls dead aft. Noon. Hoisted trysail and staysail, and ran off on port tack. Lat. $42^{\circ} 50'$, by observation $42^{\circ} 56'$, long. by account $46^{\circ} 28'$, by observation $46^{\circ} 27'$. Course north 73° east, distance run 182 miles; the southern extreme of the Grand Banks of Newfoundland due north, 600 miles distant. Barometer $29^{\circ} 30'$, thermometer 62° . Afternoon. Wind variable with puffs; during the squalls had to lower foresail and main jib-headed trysail to ease the ship. Midnight. Faint northerly airs; sky dark and heavy.

Nov. 13th.—Morning. Sea considerably less agitated; horizon clear. The wind northerly for the first four hours, then veered to the eastward; light breeze. Stowed squaresail, and hoisted fore and aft canvas, under which the Gulf stream set her along about two and a half knots an hour; the forenoon like a June morning. At noon a heavy rain cloud burst right over the ship. Lat. by account $42^{\circ} 44'$; long. by account $44^{\circ} 47'$. No observations. Variation $2\frac{1}{2}$ points west. Course, south 84° east. Distance 67 miles. Afternoon. Wind all round the compass; very squally, with showers of rain and hail. A long fight between south-east and south-west wind ended in the latter getting mastery. Made nine knots for the last four hours, the south-wester still increasing.

Nov. 14th.—Yacht making nine knots until noon, when a succession of

heavy squalls caused a very high running sea. Lat. at noon $42^{\circ} 53'$ by observation $43^{\circ} 5'$; long. by account $41^{\circ} 7'$, by observation $40^{\circ} 48'$. Course, north 87° east. Distance run, 169 miles. 2h. p.m. Hauled down small spitfire-jib and set No. 3. Evening. Cleared away beautifully, starlight; the yacht rolling the night out sufficiently to cause the men to desert their hammocks.

Nov. 15th.—Daylight. Fine and clear, with fresh breezes from S.S.W.; strange sail ahead, the second only since leaving New York. Forenoon. Bright and warm. Lat. at noon by account $43^{\circ} 20'$, by observation $43^{\circ} 35'$; long. by account $37^{\circ} 1'$ by observation $36^{\circ} 51'$. Course, 82° east. Distance run 182 miles. Afternoon. Passed large quantities of Gulf weed, the yacht sailing right up the heart of the stream, which is found to be still running hard to the eastward. Sundown. Hard black squalls, a short head sea getting up. At 6h. 50m. p.m. the bowsprit snapped off short to the stem head, the wreck with third jib set luckily dropped clear of the forefoot, and at 7h. 50m. was away from off the lee bow, and the yacht sailing full and by. Midnight. Moderate southerly gale, sea getting up, thick and dirty.

Nov. 16th.—1h. a.m. Blowing heavily from the southward, hauled down the foresail. 2h. increasing wind, hauled down the main trysail, set triangular sail to the mainmast, and close reefed staysail. Daylight. Fresh southerly gale, with heavy gushes of rain at intervals; continued until noon, vessel making about a point leeway an hour. Lat. at noon by account $44^{\circ} 11'$, by observation $44^{\circ} 18'$; long. by account $33^{\circ} 58'$, by observation $33^{\circ} 57'$. Course north 69° east. Distance run, 141 miles. Afternoon. A strong gale blowing and at 4h. p.m. the head of the double-reefed staysail tore out. After some time another was hoisted, but with only aftersail the vessel naturally got stern way on, thumping her quarters down on the crest of the waves, and for a time looking very awkward. At 4h. 10m. laid her to on starboard tack, weather at sundown very wild. At midnight, wind veered to the west, and with this slant let draw, and ran the vessel, after lying to eight hours. Leeway made, 2 points. Wind, S.b.W. Yacht coming up to S.E.b.S., and falling off to E.S.E.

Nov. 17th.—Sunrise. Gale blown itself out. Hoisted foresail, and with a fresh breeze rattling off nine knots. Although in long. 31° passed several drifts of Gulf weed. 9h. a.m. Rigged out bowsprit remaining inboard, and set third jib to it; set storm staysail also as the wind drew on her quarter. Lat. at noon by account $44^{\circ} 33'$, by observation $44^{\circ} 36'$; long. by account $31^{\circ} 0'$, by observation $31^{\circ} 5'$. Course, north 80° east. Distance run 128 miles. Afternoon. Clear, mild weather, with fresh southerly breeze, ship averaged nine knots for eighteen hours. Midnight. Heavy rain squalls, barometer down to 29.20.

Nov. 18th.—Fresh westerly breeze, thick hazy weather, with long heavy following seas; running under squaresail and all fore and aft canvas. Noon. Ship in a regular fog-bank; hauled down foresail and staysail, and let her run off the wind easy. Lat. at noon by account $44^{\circ} 57'$; long. by account $26^{\circ} 38'$. No observations. Course, north 82° east. Distance run, 187 miles.

The Azores south, distant about 350 miles. Afternoon. Wind moderating and fog rolling to leeward; re-set foresail, staysail, and square-headed trysail, in lieu of jib-header. Sundown. A real hearty sou'-wester, with blinding rain; yacht running splendidly before a very heavy sea, under staysail, foresail, third jib, and squaresail. Midnight. Strong gale, vessel making twelve knots.

Nov. 19th.—Continued south-west gale, with high topping seas, ship running magnificently and shipping but wonderfully little blue water, the same dull overcast sky; logs showing an average of eleven knots for 24 hours. Lat. by account $45^{\circ} 53'$, long. by account $20^{\circ} 34'$, course, north 78° east. Distance, 261 miles. Afternoon. Hauled to an E. $\frac{1}{4}$ S. course, gale increasing. 4h. p.m. Reefed foresail and storm staysail, and bent jib-headed main trysail. 6h. Vessel on the top of a mountain roller, came to against her helm, and shipped a heavy sea over the starboard quarter, which filled her decks, and deluged the after cabin with salt water. Midnight. No change in the weather.

Nov. 20th.—Sunrise. Wind moderating, and heavy rain. 10h. a.m. Set jib-headed main trysail. Lat. at noon by account $47^{\circ} 47'$; by observation $47^{\circ} 53'$, long. by account $15^{\circ} 45'$, by observation $16^{\circ} 1'$. Course, north 60° east. Distance run, 228 miles. Afternoon. Passed brig Town of Liverpool, steering west. 3h. p.m. Down trysail and foresail, the wind dead aft; but veered at midnight to the northward, packed on all sail, stars and moon lighting up very brightly through the night. During this breeze the Livonia behaved superbly as a sea boat, but, as might be inferred, had shipped a deal of water over all.

Nov. 21st.—Fourteen days out and 2,806 miles sailed, a very fine performance under only jury canvas. Morning fresh, N.N.W. wind, and clear weather, long sea heaving up from the westward. 8h. a.m. Carrying on, with everything fore and aft, as well as squaresail, drawing beautifully, with a ten-knot breeze. Noon. Several outward-bound merchantmen in sight; day unusually fine, registered temperature, 64° . Lat. at noon by account. $48^{\circ} 22'$, by observation $48^{\circ} 16'$; long. by account $11^{\circ} 19'$; by observation $11^{\circ} 20'$. Course west 79° east. Distance run 82 miles. Evening. Clear, bright moon and stars. About 11h. p.m. ground swell perceptible, calculated that we were on the English Channel soundings.

Nov. 22nd.—Same fine, clear weather and fresh north-west breeze, leading wind for the land. 8h. a.m. After a sharp squall of wind and rain a considerable lull took place, so bonnet was laced on main trysail and balloon, vice storm staysail, hauled up; every available inch of canvas set. 9h. spoke brigantine Favourite, of Liverpool, Scilly bearing N.b.E., distant 100 miles. Noon. Ship making nine knots. Afternoon. Sky overcast, and falling showers in the evening. 10h. 30m. p.m. Wolf light sighted, bearing E.b.N. $\frac{1}{4}$ N., distant 14 miles. 11h. 30m. p.m. Sighted the Lizards from deck, bearing E.b.N. $\frac{1}{4}$ N. distant 18 miles. Midnight. Wind very light, turning in thick to the westward.

Nov. 23rd.—Light northerly breezes. 2h. a.m. The Lizards bore N. $\frac{1}{4}$ W.,

distant 6 miles, breeze dropped away, and not until 5h. were the lights dipped; flickering airs continued. At noon Eddystone Lighthouse in view, bearing N.W.b.N., distant six miles; edged away for the Prawl, with wind and tide making four knots through the water. Evening. The Start abeam, and at midnight still in sight; a large whale appeared this evening pilchard hunting, close to the yacht.

Nov. 24th.—Thick dirty morning, and at 8h. a.m. the breeze, first from the southward, drew to the eastward. 10h. Tacked off Sidmouth, and then stood away for Portland on the starboard tack, weathering the Bill at 12h. 45m. p.m., and passing to the southward of the Shambles light ship at 1h. 15m. faced the ebb tide until St. Alban's Race was reached, when we edged away half a point for the Needles, yacht reeling off nine knots, and going through the passage at 5h. After this the wind came straight down the West Channel, and also much lighter. At 5h. 30m. signalled arrival to Hurst Castle, and after four tacks Cowes Roads was reached, going in and finishing up our voyage in a squall, and with a feather white sea, the anchor being let go off the Squadron Castle at 7h., the voyage having thus occupied eighteen days and five hours from Sandy Hook.

DECEMBER.

But when the light-winged hours have fled,
The happy fâtes are done,
Of forms that seem'd resistless then,
His memories seek but one.

One of them all most loveable,
One of them all most fair,
With the blue of heaven in her eyes—
It's sunshine in her hair.

He battles with the dream of her,
He fears to dream too much;
But a soft hand-pressure comes again
And thrills him at the touch.

'Till in his wild ideal,
A cottage home is seen—
(He the proud monarch of the spot,
And she its graceful queen).

A paradise where roses climb
With music in their leaves;
A bower of bliss all clematis,
With swallow-haunted eaves.

'Till all the ties that held so fast
The celibate erst whiles,
Are broken by the witchery
Of unforgotten smiles.

No after-breakfast "stint"—
 No pipe at evening hours—
 But tender naps and sun-baths,
 And walks among the firs.
 Oh Love, young, vaporous, wild love,
 So kindly busy there:
 What wonder married women speak
 With satisfaction in their

III.

Perish the wild idea?
 Perish not thoughts like these.
 Let yachting's gallant spirit
 Soothe lover's Capricious mood.
 The lovesick youth is splendid in
 A coat of spiciness fine:
 The lovesick youth begins to think
 That marriage will not do.
 July's warm winds blow strong and fair,
 Darkening the bright blue sea:
 The yacht is swinging at her anchor,
 Impatient to be free.
 The red caps gleam along the deck,
 Bright as the poppy's hue,
 And at the pier steps wait the gig,
 Manned by a stalwart crew.
 And dories which before were dumb
 Assert themselves right clear:
 "Shall rivals with the pride of place,
 While I am moored here?
 "Over the bows in sheets of spray
 The sparkling foam shall fly.
 'Twill make the laggard's prize boat flame,
 The coward's heart beat high!
 "Old friends, and gallant skipper,
 And did I dare to place,
 In contrast with my love for you
 That pretty baby face!
 "And dared I rank a maiden's heart
 My noble yacht above!
 And barter her for daintiest charms,
 And thoughts of cottage love!
 "Married—and lost—and done for—
 And stranger hands to guide
 My beauty from the breakers
 My clipper through the tide.

" Away! the first strong breeze shall clear
This madness from my brain;
The first spray wash these fetters off,
And leave me free again!

" Thus then, I leap upon the deck;
Thus then, I break the spell;
Fair girl, I fill my glass to thee,
My beautiful, farewell!"

WILL-O'-THE-WISP.

WINTER.

The shadow of the Arctic winter rest,
Upon the ice packs, and the fields of snow,
And in the steel cold sky, with motion slow,
The Northern lights are streaming to the west.
The red glow trembles on the distant rim
Of ocean, frozen into silent sleep,
And with uncertain glimmer lights the steep
Dark slopes of the tall icebergs, vast and dim.
Silence, as deep as the primeval day,
Save for the fretting blocks, crowned with snow
Grinding together as with current's slow
The cold green sea crawls dully on its way.
Or when, with sullen plunge from off the edge
Of slippery ice, the bright eyed seals leap,
Secure the shining prey, and then return to keep
Their listless watch upon the frozen ledge.
With head low swinging, and with footsteps slow
Mark where the Arctic bear is drawing near,
The icicles are hanging thick and clear,
Upon his shaggy breast, white as the flakes of snow.
Fixed in the ice, immoveable and stark,
Yon whaling ship behold! upon the deck
The drifted snow lies thick, yet nothing reck
The gallant hearts that thro' the winter dark
Live bravely on, trusting the time will come
When He, whose mighty power caused to be,
The rolling waves calm as this frozen sea,
Will thro' the yielding ice fields waft them gently home.

R. J.

ROYAL LONDON YACHT CLUB DINNER.

THE annual dinner of this prosperous club was held on Thursday 7th of December, at Willis's rooms, the Commodore, T. Broadwood, Esq. in the chair, faced by the Cup-bearer (Mr. Under-Sheriff Crosaley) and the Treasurer (Mr. Eagle). About 120 members and friends sat down to dinner, the list of visitors including the Lord Mayor, Mr. Douglas Straight, M.P., the Sheriff for the City and County of Middlesex; Colonel Hodgson, &c., After the usual loyal toasts, in proposing which the Commodore touched gracefully on the illness of the Prince of Wales, the Commodore gave "The Army and Navy and the Reserve Forces," coupled with the names of Col. Hodgson and Captain Sewell, who briefly responded.

The Commodore then rose to propose the toast of the evening. He said they were all well acquainted with the good old craft, registered A1 at Lloyd's, that had sailed for so long a time on the London waters. She had made both good and bad weather; met with both prosperity and reverses; sometimes encountering calms, sometimes losing hands overboard; but in the long run the old ship had held her own, and was now as sound and water-tight as ever, and plenty of fresh hands had been found to supply the place of those she had lost. He concluded by proposing "Health and Prosperity to the Royal London Yacht Club." The toast was most enthusiastically received, and drunk with all the honours.

The Commodore then gave the "Visitors," coupling with the toast "The Lord Mayor and the Sheriffs of the City and County of Middlesex." The Lord Mayor briefly responded.

The Lord Mayor then proposed "The health of the Commodore," and congratulated the members of the Royal London Yacht Club on their good fortune in having such an efficient Commodore in the person of Mr. Broadwood. For his own part he considered that English gentlemen of position and wealth who devote their time and money to the promotion of the sport of yachting did real service to the country. A good yachtsman indirectly supported the Navy of England, and though there was a prejudice existing at the present time against the naval service of the country, it should not be forgotten that the navy had always been our most important arm of defence, and he for one trusted that it would always remain so. The Lord Mayor concluded with proposing the toast of "The Commodore," which was most enthusiastically received.

The Commodore returned thanks, and in the course of his speech spoke of the great loss the club had suffered in the death of the late Commodore. As for himself, he felt that he did not get any younger, and he felt also that that the club wanted most was an infusion of new blood. Their Rear-Commodore, Mr. Charlwood, had left London, and being no longer able to attend to his duties had decided upon resigning his office, and he (the Commodore) would take the opportunity of hinting to the members present that they might also have to look about them before long for a new commodore.

The next toast was "The House of Commons," coupled with the name of

D. Straight, Esq., M.P., for Shrewsbury, who responded in a very effective and humorous speech.

Mr. Earle then proposed "The other Yacht Clubs," and in the course of his remarks dilated on the importance and value of match sailing to form and develop some of the most valuable sailor-like qualities. In the absence of Mr. J. Ashbury he coupled the toast with the name of Mr. Borrás, who briefly responded.

The Commodore then proposed "The Officers of the Club," coupling the toast with the Treasurer and Cup-bearer, who replied in suitable terms.

Mr. Under-Sheriff Crossley then gave "The Health of Mr. Gregory, the Secretary of the club," and paid a warm tribute to that gentleman's efficient services. In the course of his remarks he adverted to the growing prosperity of the club, and the prospect of having a house of their own before long, and concluded by expressing a hope the Commodore would be induced to re-consider his hint concerning his resignation, and be prevailed upon to hold office for many years to come.

Mr. Gregory returned thanks. Several other toasts followed.

OUR SUMMARY FOR 1871.

THE following corrections have been pointed out to us by our readers, and which shall be taken into account in the "Table of Amounts Won," in our February number.

VANGUARD.—In the R.T.Y.C. race from Nore to Dover the Vanguard won the £50 prize, not the Egeria.

CLYDE YACHT CLUB.—Omitted in Summary the race for vice-commodore's cups, at the opening cruise, June 2nd, when Avon took first prize, Ellen the second; (a full report will be found in our July number, page 381.)

SOUTHEND REGATTA —Omitted: this regatta was sailed August 22nd, the first prize of £21 was won by Oberon, 19 tons, J. A. Sparvel-Bayly, Esq., and second prize of £5 by Madge, 5 tons, W. H. Stone, Esq., beating the Bessie, Cygnet, Echo, &c.

IPSWICH.—The Echo, winner of the second prize at this regatta belongs to J. A. Sparvel-Bayly, Esq.

RIPPLE.—In our table of Ulster match, July 10th, (page 595) we place Quickstep in italics, thereby implying she arrived in before the Ripple, which is incorrect.

ROYAL CLYDE YACHT CLUB.

WE LEARN the Clyde Yacht Club has received, through the Home Office, Her Majesty's Gracious permission to use the title of "Royal"—an honour which—in conjunction with the establishment of a *suite* of Club Rooms now in course of erection at Hunter's Quay, cannot fail to extend the popularity of the club.

Editor's Locker.

THE BOOK OF REFERENCE.

Kingstown, December 14th, 1871.

SIR.—Knowing the interest you take in yachts and yachtsmen I write to inform you that on the suggestion of Lord de Ros a most useful book of reference has been introduced into the Royal St. George's Yacht Club, styled "Yacht Sailor's Reference Book". The object of this book is this, when a yacht owner pays off his yacht, he enters the names and ratings of any of his crew he wishes to recommend for re-employment, and in the column for observations, their characters, &c. The book lies in the Reading Room of the club, and any gentleman fitting out a yacht can easily make a selection of suitable men therefrom.

This book is likely to answer a two-fold purpose, it will be useful to the yacht owner, and will also act as an incentive to the men to earn such a character as will get their names recorded with honourable mention, and the absence of a man's name will shew that he is not a desirable one to have. I do not know whether other yacht clubs keep such a record as this, but if not it would be very much for yachting interests if they would do so; gentlemen arriving in yachts could by means of this book replace a refractory character, and anything calculated to be of use to a yachtsman is a step in the right direction, and serves to keep up that friendly feeling which should exist between Yacht Clubs, and which does exist with few exceptions as to prevent gentlemen in yachts belonging to other clubs having access to theirs. This contrasts badly with the hospitality shown by those clubs who always have a welcome for a seafaring brother and his friends on board. I hope the day is not far distant when the clubs I allude to will learn the good old golden rule of "doing unto others as they are done by."

Yours faithfully

A YACHTSMAN.

ON THE COST OF FITTING OUT A YACHT.

SIR.—I shall feel obliged if any of your readers will give me information on the following subjects:—would a captain, steward, and four men be sufficient hands for a 70 ton fore-and-aft schooner, and their wages per week? also what would be the probable cost of fitting out such a schooner, including all rigging, spars and sails, in fact everything but the hull itself.

I am, &c.,

A BEGINNER.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Thames Yacht Club.—The monthly meeting took place Wednesday, December 6th, at the club house, and seven gentlemen were elected, among

whom were C. Borrás, Esq., Watersprite, 38 ton, cutter; A. Kennard, Esq., St. Ursula, 200 ton schooner; J. Pim, Esq., Rifleman, cutter; and F. Taylor, Esq., Nimble Thimble, cutter.

We regret to learn that the much respected secretary, Capt. P. C. Stuart Grant, has been compelled to resign in consequence of ill health; he will we believe still carry on his Yacht Agency.

Royal London Yacht Club.—This club held its usual monthly meeting on December the 17th, at its club rooms, Westminster Palace Hotel, at which cup-bearer, Mr. Under-Sheriff Crossley took the chair. After the usual business the question of moving from the present club rooms was discussed and referred to the committee, and a vote of thanks was given to the chairman, and the other stewards of the late dinner. H. Bridson, Esq., presented to the club a framed engraving of the cutter Muriel, which was accepted, and a vote of thanks was given to the donor. The Annual Ball of the club was fixed to take place at Willis's Rooms, on Monday, February, 12th next, and the following gentlemen were appointed to act as stewards:—The Commodore, Vice-Commodore, Rear-Commodore, Treasurer, Cup-bearer, Capt. R. C. D. Bruce, Major Burgess, C. Borrás, J. Brown, junr., E. S. Bulmer, E. Crossley, J. Crawford, T. Field, W. Green, L. J. M. Mason, S. F. Oriel, W. H. Ridgway, J. A. Silk, W. Trego, C. R. Tatham, J. Vickers, C. Wellborne, and R. J. Wood, Esqrs. Several gentlemen were then nominated to be ballotted for at the next meeting.

New Thames Yacht Club—The monthly meeting of this club was held at the Caledonian Hotel, on Thursday, December 16th, the Commodore in the chair. The minutes of the previous meeting were read and confirmed, when Lieut.-Col. Markham of the Harlequin, 100 ton schooner, and W. L. Ewart, Esq., of the Avoset, 89 ton yawl, were duly elected members. The handsome prizes selected by Mr. Ashbury of the Livonia, and Mr. Johnson of Maid of Devon, consisting in the first place of a pair of silver lamps, value £100, the last schooner race prize, and in the second of a pair of silver dessert dishes, value £30. yawl prize in the ocean match, were submitted for inspection and approval, agreeably with the rules of the club.

OUR DOCKYARDS.

FIRB of Fairlie has at present in hand the following racing yachts—a 90 and a 20 ton cutter, said to be on spec. A 40 ton cutter for Hugh Walker, Esq., of Greenock. A 20 ton cutter for a Liverpool gentleman. A 10 ton cutter for James Eadie, Esq. jun, Glasgow. He has also put a new stern on the cutter Czarina—and the Mora 15 ton cutter is hauled up to receive lead keel, new sails and spars.

SEATH & Co., of Glasgow has in course of construction a steamer yacht for the Marquis of Conyngham, which has been lengthened twelve feet by the addition of extra midship frames. She will, it has been calculated register 504 B.M.

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HUNT'S YACHTING MAGAZINE.

FEBRUARY, 1872.

THE LIVONIA.

* * * "Palmaque nobilis
Terrarum dominos evehit ad deos."

* * * "and the noble prize
Lifts the proud lords of this world to the skies."

THE public may well be weary of the Livonia and her doings past, present, and to come. Still as, practically, she is our representative vessel, it becomes necessary to review her past performances, pay some attention to the proposed alterations, and consider her future prospects of success.

It is all very well to say that she has been put forward without sufficient grounds to justify such a proceeding, or adequate authority to undertake so important a mission.

Though people seem to forget it now, it is nevertheless a fact that the cup won by the America against a fleet in 1851 has *always been looked upon as a trophy which it should be the highest ambition of an English yachtsman to regain.* I even remember a suggestion which appeared in this *Magazine* recommending, that, as no single yachtsman could probably be found rich enough and public spirited enough to undertake such a mission, a subscription should be entered into,

and a suitable vessel built and sent out to America with this sole object. So much for the statement that the cup won by the America was lost sight of and the idea of its recovery never entertained.

Now what authority, I would ask, is required to justify any man in spending his money and his time in carrying out such a design? What formalities are necessary, when those who perhaps consider themselves the old aristocracy of the yachting world hold back, before any one else can be permitted to take up the gauntlet and endeavour to regain a trophy that was only lost perhaps by a similar course of apathy and indifference? And even supposing some such commission to be required, was it not sufficient that Mr. Ashbury received such an authority from twelve English clubs? It seems to me that to deprecate interference of this kind is to dispute a man's right to save another from drowning, according to the old Oxford story, merely because no previous introduction had taken place. Such objections are only, can only be urged by those who are too indifferent to act themselves, and at the same time unwilling to give to another the chance of gaining the laurels which they have neglected to reap. But, even if these objections were valid, it is too late to draw back. The fact remains the same, and the Livonia will always be looked upon as our champion vessel in the year 1871, whatever her right may be to such a dangerous distinction.

The world at large will judge by the event. Everybody knows that a new vessel, constructed in England, for the express purpose of going to America to bring back the cup, failed in the attempt, but everybody does not know that she was not commissioned to do so by the nation at large, still less that she was by no means generally considered equal to the task, and that, so far from being the fastest of our whole fleet, she had been beaten at home in the great majority of instances. It must be borne in mind too that Mr. Ashbury is scarcely more open to the charge of rashness than of presumption. After his return to England in '70 he did what a public spirited man might be expected to do with ample means at his disposal. Finding that the Cambria was not equal to the occasion, he gave a liberal order to one of our first builders to construct a vessel on the most approved plan and of a size which would put him more on a par with his probable opponents; and I do not think that any man could have adopted a wiser course, whether his object was to promote the science of ship building in his native country, or to secure a triumph

for himself. The challenge was given when the keel of the *Livonia* was laid. No definite engagement may have been entered into, but it was well known that Mr. Ashbury proposed to abide by the result of his experiment, and though it would have been perhaps more prudent to have waited and depended upon the merits of a tried vessel, it was certainly more honorable, when once his intentions had become public and the *Livonia* was known to have been constructed expressly with that view, to encounter certain defeat, than to withdraw from the contest.

Mr. Ashbury did not pit *one particular vessel against others*, so much as *English skill against American*, and he felt bound to abide by the result. His error seems to have been on the side of generosity and confidence. Whatever reason he may have had to believe in the theories and skill of Mr. Batsey, he forgot to take into account the possibility, nay probability, of failure, especially when a designer, however skilful, steps out of his old course and attempts to embody the advantages of an opposite system with his own.

The chances are that many experiments will have to be made before such a happy combination is effected, and that our earliest efforts will comprise at least as many of the defects, as of the perfections of each class of vessel. No amount of forethought, science or skill is to be altogether relied on without experience, for what forethought can anticipate the difficulties we may have to contend with? What science explain the true causes of success or failure, or what skill select the good qualities, discard the bad, and thus produce a perfect combination? If this is to be done at all, which is very questionable, it will be a work of time. Our early attempts must be merely tentative, and on that account it is always a mistake to depend on the result of a first experiment.

But Mr. Ashbury was not singular; his hopes were shared by many, and we have seen it pretty confidently stated that American beam, taken in moderation, with a reduced dose of English ballast, would enable a vessel of one-third less tonnage and some two feet less beam, to compete with the *Sappho*! It was argued that the ballast would give stability, and the reduced area of mid-ship section speed; but it was not foreseen that as the full effect of a low centre of gravity does not come out until a vessel is considerably inclined it might prove almost useless in a new form of build.

It seems also to have been forgotten that in reducing, in a very

trifling degree, the area of the mid-ship section (almost entirely in that essential position (the shoulders) which gives structural stability) little or no reduction was made in the other equally important obstacle to speed, surface friction or skin resistance. So that ten tons additional ballast with a very trifling reduction in head resistance had to make up for the power of two feet more beam. Granted that the said ten tons enabled the Livonia to carry more sail *in proportion* without upsetting, still the Sappho had greatly the advantage even in this respect; viz., a far larger motive power with but little more to drive. We have constantly heard that the Livonia did not sail so well when pressed. Now a wide low vessel of that kind would put her rail under at a very small angle of inclination, just when the comparatively high Vanguards, Muriels, and even Cambrias would be doing their very best. It is obvious therefore that a low centre of gravity was not of much use to the Livonia. Again her rise of floor was probably less, and any inclination which would have brought the full powers of her ballast into play may possibly have placed her underwater body in an unfavourable position for speed especially on a wind, so that what with the drawback of the deck in the water, as well as being out of form, it is pretty clear that she ought to have been sailed upright. To reduce her masts and spars it may be said would be the obvious remedy. But it must not be too hastily assumed that any very favourable result would follow. Though tender, the Livonia is by no means quick, she does not sail well in light winds, and if like many other vessels, she would do better in strong winds with less top hamper, there can be no doubt that she would be still more difficult to move in the weather which prevails at most regattas. There can be, in my humble opinion, no question that this deadness arises not from the amount of head resistance, which is small, but from skin resistance, which is large, nearly as large as that of the Sappho. I may almost venture to say also that I feel pretty confident it is increased by the nature of the skin resistance, *i.e.* by the delicacy of form which is so much admired in her run, but which, I apprehend, does away with the inclination of the water to *slip* along the surface as it would do if there was not so much deadwood. I think I have noticed the remark that her afterpart is so fine that the run is almost all flat bearing, or thin deadwood. If so, may I ask, how is the flat bearing reconciled to the deadwood? Surely by a very involved line. I do not mean to

say that the water would follow what we call the water lines. From all that we can learn it would follow the lines of the lands supposing she was clinker built, but even this would be a very circuitous course. There cannot be a better form of delivery I admit than the rising flat, if, as in case of the coble, there is *no dead wood in the way*, but the difficulty is to combine the two. I feel quite certain that this cannot be done successfully with a large amount of run so thin as to be almost dead wood, and am inclined to think that in spite of the evil of additional displacement, without additional stability, the run should be comparatively full and the planks meet in the sternpost at a very considerable angle. I have elsewhere alluded to the fact that the best angle with the centre line is $13^{\circ} 17'$ at average rates of speed, and I should presume, from what I have read, that in the *Livonia* it was not 6° if so much. Very pretty and fine looking no doubt, but a great hindrance except perhaps at very high velocities. Such a form, as far as my experience goes, though it looks the best calculated for easy progress, is sure to be sluggish, except when set in motion by enormous power and at exceptional speed.

It is on this account probably that the full bodied *Guinevere* moves so quickly in comparison, and it is to remedy this that the Thames barges, whose flat rise aft, and absolute dead wood, is a positive caricature of this style of build, cut a hole in their run like a screw steamer to let the water escape. But I am discussing the question as if I was well informed on the subject and intimately acquainted with the actual lines of the *Livonia*. Let me remark that my opinions are only based on the accounts I have read, and the midship sections I have seen, which, though very inconsistent with each other, lead me to the general conclusion that the vessel in question suffered from the same defects as my own boat of the year '70, which I have fully described in *Land and Water*. But it was not only that the press pointed out the probable results of such a happy compromise, whilst she was on the stocks, and admiring critics confidently attributed to the *Livonia* all the virtues a vessel can possess. Even after she was launched her performances were said to be little short of perfection. She lay so much nearer the wind than the *Guinevere* that the marvel was she could forereach at all, and I believe it was reported that the actual difference was a point-and-half! People are apt to talk, and even to write, a little hastily on subjects in which they are warmly interested, but it would be well

for them to consider what the result will be when other admirers of even more successful vessels are obliged to say something still stronger in praise of their pets. Thus we have read of the Columbia lying two-and-a-half points nearer the wind than the Livonia, which somewhat startling fact renders a *reductio ad absurdum* unavoidable.

We will imagine that the Guinevere is able to sail within four points, (no mean achievement) the Livonia would consequently sail within two-and-a-half and, wonder of wonders, the Columbia make no deviation at all but hold her course exactly in the wind's eye like a steamer!! But, even in the early days of her first essays, it did not appear that there was so much go in the Livonia after all. The Guinevere was under small sails, and held her own pretty well, especially off the wind. On one occasion only I had an opportunity of putting a question to a practical yachtsman who sailed in the Livonia when on her first trip, and I must confess that his replies to my queries were most satisfactory, so much so that I was almost inclined to believe that her powers on a wind had not been exaggerated. Knowing his confidence in the superiority of cutters I asked him if she could hold her own on a wind with the Oimara or Rose of Devon, and was assured that there was no vessel in England or America which could bear any comparison with her on any point of sailing. Now this came from the lips of a man on whose judgment I should rely, and with due allowance for any prejudice which might have been engendered by the recent cruise, I naturally looked upon the Livonia as a vessel which had made a great step in advance, and was in a fair way to realize every advantage which could be looked for, from the most successful adaptation of the American system to our own, a happy combination in fact, of all the improvements which both continents could supply. No wonder then that Mr. Ashbury was at first sanguine of success, or that he expressed his intention of going to America. All honor to the chivalrous feeling which, when the experience of the next few weeks dissipated his hopes, would not permit him to withdraw from the contest in which he had so publicly engaged.

We will now very shortly consider the contest itself. The much disputed conditions of the race as well as the event.

There can be no doubt, that in waiving their claim to match an entire fleet against the Livonia our worthy cousins acted a very liberal part. It is a pity that what their sense of justice induced them

to give with one hand, their desire of insuring the victory to themselves tempted them to take away with the other. No one can complain of the selection of the four vessels.

"Quatuor ex omni delectæ classe carinæ."

"Four chosen ships the pride of all the fleet."

And if they had been appointed to sail on four specified occasions all would have been well, but to reserve to themselves the power each morning of selecting an appropriate champion from the number very nearly did away with the value of the concession. Not quite however, since the chance existed that the wrong vessel might be chosen, a contingency which actually took place. A very fair and able writer in the *Field* signing himself "A British Yachtsman" confesses that no person acquainted with these matters can defend such an arrangement, and admits at the same time, that the contemporaneous alteration in the mode of measurement has a somewhat suspicious look. We must remember however that their previous method was most unfair to themselves. To measure deep full bodied vessels, and broad superficial ones by the area at the load water line must necessarily tell very much against the latter, unless indeed the statement made in the *Field* is correct and not an oversight as I suppose viz: that the *Cambria* and *Livonia* have more area of flotation per ton of displacement than the *Sappho* and *America*!!! By adopting a system which crudely represents actual displacement the Americans merely neutralise the advantage we gain by our style of build, and make depth and body count in the sum total of tonnage, elements of size which in their previous mode of measurement were entirely ignored: With regard to any of the other subjects of dispute I will only say that they are, as it appears to me unworthy of much notice, take them all in all, the same number of races have seldom been sailed in a fairer way or with a more decisive result.

The *Field* very properly and wisely admits in an editorial note that "the *Livonia* was beaten on her merits" and I fear we must add that the lesson we have been taught does not end here. Much as it has been desired that some "*Oimara*" should have gone out as our champion I think there can be no question that even if this had been the case, the event would have been much the same. It is possible that in the turning such a vessel would have had a temporary advantage or even that the difference in time might have been something less, but I do not think judging by the comparative

results of the *Livonia's* trials at home, that we have any reason to suppose that an *Oimara* a *Guinevere* or an *Aline* would have displayed such a superiority in American waters as to have reversed the fortunes of the day. In fact I am compelled to confess not only that the *Livonia* has been beaten, whether she is our rightly constituted champion or not, but that all our yachts are proved inferentially to be inferior to American. That our system at any rate as regards large vessels is shewn to be inferior to their system, and that we have in fact received another proof that an overweening confidence in ourselves, and a stubborn adherence to old systems has prevented our making the advance which we supposed we had done since our first lesson in 1851.

This is all I shall say with respect to the race, it is by no means a pleasant subject to dwell upon, and we will pass on at once to a more hopeful one at least, namely the proposed alterations in the vessel which we trust may enable her to compete for the prize with better success at some future time. Now as we had no reliable information respecting the original design of the *Livonia*, so we are equally in the dark as to her proposed alterations. It is said that she will be widened below water four inches on each side, to the depth of three feet, and one of the advantages at least proposed by this plan is that additional power will be given without increasing the tonnage. Now I am afraid that, as her original design was a compromise her alterations will be found to partake of the same weakness, and that if nothing more than this is attempted no sensible improvement will be made.

Of course an addition of this kind must fall into the original form at the water-line as well as below, and it follows that a transverse section of the additional body will present more or less the form of a crescent, consequently if its diameter at the widest part is only four inches it will take a section on each side of the vessel to make one square superficial foot. We will suppose that the addition is continued for some 80 or 90 feet fore and aft and that, in consequence of the taper necessary towards each end, these 80 or 90 feet are reduced to 70 cubic feet at most. Now what will this quantity represent either in the way of lifting or steadying the *Livonia*? On the supposition that no additional weight of timber is employed two tons would give the exact amount of additional buoyancy. That is to say it would lighten her by nearly three-quarters of an inch.

But if padding is used, and the under plank is not removed, even this small result would not be realized, no appreciable difference would in fact be observed in consequence of the necessary deduction of the weight of the material employed from the two tons of additional displacement.

On the supposition that she is weighted either by ballast or material to her old water line she would undoubtedly be more stable. Although two tons only of additional displacement might be employed, they would be very advantageously placed.

They must raise the centre of buoyancy, and, if they have no weight in themselves, but are submerged by ballast, they will lower the centre of gravity. The form of bilge will also tend to remove the centre of buoyancy, or fulcrum, further to leeward when the vessel inclines, and the two tons pressing down through a lower centre of gravity, will act very powerfully: but, even under these exceptional circumstances, they would be only two tons (for I have rather overrated the additional body) and the combined effect might probably be represented by twenty-five men sitting to windward. No doubt the estimate I have made will appear ridiculously small. I believe it to be excessive.

The impression conveyed by a full bilge is so suggestive of buoyancy and power, and a small addition gives such an appearance of fulness! It is however a mere matter of measurement and the addition in question (supposing I am rightly informed of its extent) would at the very most give 70 cubic feet or two tons. I have had occasion to test these calculations in boats of my own and, to the astonishment and confusion of lookers on, of course always found my anticipations pretty correct. The result therefore of such an alteration in a vessel of large tonnage would be, as respects buoyancy, nothing or next to nothing, and very trifling indeed as regards increased stability, whilst the form of the midship section would be in great danger of being impaired. As I have said before the drawings presented to the public have been so opposite and the general descriptions so vague, the positions of the centres of gravity and buoyancy apparently so impossible and the angles of incidence of the wind upon the sails undoubtedly so mistaken that one has no confidence in anything and cannot presume to guess whether or not an addition of four inches at the crown of the bilge might be an improvement or not. Four inches however could scarcely transform

a good section into a very bad one, and undoubtedly the longitudinal or water-lines for the three feet below water would be more or less improved by the additional longitudinal turn given. It seems to me that when measured by the Thames rule we have never the courage to give the six inches over which would transform a long ugly flat side into a gradual curve, lengthen the bow, bring the surge aft and present the long surface directly opposed to leeway of which I spoke in the chapter on weatherly qualities which lately appeared in *Land and Water*.

I may not be correct in the theory I ventured to advance, but it certainly seems to me that the *Buccaneer* and the *Sappho* both bear it out, and that liberal hiping should almost always follow the scrimping allowance which we measure out for beam, and the penny wise and pound foolish policy by which we seek to gain stability and power by extending the straight of breadth too far fore and aft instead of fining it away gradually towards the ends. It must not be supposed however that the addition below water, if really contemplated, will effect all this. Unless the vessel is pared away too much below the water line at present like the *America*, it is obvious that any addition, however trifling, though good in itself, must have precisely the detrimental effect upon the upper works which filling out the bow and stern have upon the middle of a ship, viz: a tendency to produce a straight or wall-side, and that any advantage gained by the rounding of the lines below water must be lost or at any rate not carried out in the forms above, which when immersed in a breeze should, if possible, present the same increasing volume and roundness to the water and continue the angle of the bow as far as possible aft. This at least is one great element of weatherly qualities according to my view of it, and I do not believe that any amount of keel will prove efficient unless it is supported in a tolerably vertical position by the stability afforded by beam, and supplemented in the resistance it offers to leeway by the more direct resistance which is presented by lines like the entrance lines, which are parallel with the boom and action of the sails, and consequently exactly opposed to the natural course which a vessel has a tendency to follow when sailing four points from the wind, namely not broadside to leeward *i.e.* twelve points from the wind but ten or eleven points.

I am sorry therefore to say that, in my humble opinion, the *Livonia* may be wanting not only in the stability derivable from

beam, but in the weatherly qualities, which particularly in shallow vessels of comparatively light weight, and more or less of the centre board character, are also to be traced to beam, since as the beam is greater the bow is longer, and a continued process of hiping not only enables a vessel to carry more sail in proportion to its head resistance, but gives longitudinal lines more and more conducive to weatherly qualities. Now as it could never have been contended that a lower centre of gravity would keep a narrow vessel upright, but only that it would act powerfully at some great inclination, I cannot quite understand how it was that such great expectations were formed of its efficiency in the case of a vessel which it was quite clear would be rail under, and probably out of all form under these circumstances.

It seems to me perfectly clear that if a couple of feet more beam would, with only an additional head resistance of say 3 feet, at the surface to where the water is most easily displaced, give the power of carrying 1,000 more square feet of canvas and at the same time more advantageous water lines, they must be an advantage which nothing but a very heavy time allowance upon the extra tonnage could possibly overcome. There can therefore be no doubt, in my humble opinion that the *Livonia* should be widened, not four inches but nearer four feet, and then with additional motive power, a longer entrance, and the advantage of a lighter draft and greater stability I have no doubt she could if necessary allow the *Sappho* time on the basis at least of displacement which by the bye would not be materially increased.*

I have alluded to the fine run of which we have heard so much, and which I considered to be a possible evil. With the additional power given to the body of the ship there can be no doubt the friction thus caused (being less in proportion) would be of little consequence, I have found it to be so in cases of great pressure of wind, and theory bears me out in the idea that at great speed at any rate, excessively fine lines in the delivery are not so objectionable. It would perhaps be too much to suggest filling them out, and an opening is unsightly, however I feel quite sure that a quantity of dead wood aft is a great evil, and militates especially against quickness of motion and handiness in turning without offering any sufficient compensation in the way of securing lateral resistance, and weatherly qualities generally.

* Two feet on each side would not increase the actual displacement more than ten or twelve tons, though the R. T. R. would make it sixty or seventy.

I could almost have wished that Mr. Ashbury had not adopted the American system, or rather a modification of it, but confined himself to the illustration of the English model. I by no means say that it is the best, but I am certainly of opinion, judging from the *Egeria* and *Guinevere* that more could have been effected in this way by persons so well acquainted with it both in theory and practice, and with so many good models before them, than by attempting to build on a new model, and trusting to a first essay on so important and critical an occasion. No one more sincerely wishes Mr. Ashbury and Mr. Ratsey success than I do, and if I have ventured too far in expressing my ideas on a question I am so superficially acquainted with I beg to apologise for it, my excuse is that the system of mystery which is so generally adopted in this art renders it impossible for the general public to be well informed upon the subject and, if it secures a designer from the danger of imitation, it deprives him at the same time of the advantage of judicious criticism and friendly advice.

C. E. S.

NOTES ON THE YACHTS AND YACHT RACING OF THE PAST SEASON.*

HAVING in last month's *Magazine* glanced cursorily over the doings of the first class cutters who had been principal winners during 1871, I now come in the natural sequence of things to the second class, or vessels not exceeding forty tons, amongst whom I am glad to say there was much greater competition than of late years, and the two craft at the head of the winning scores following the brilliant example of the *Niobe* and *Muriel* on former occasions, were not content with flying at their own game and amongst the smaller antagonists, but often entered the lists against their larger sisters, and with marked success,—the *Foxhound* actually beating a large fleet for H.M. cup at Cowes, without any aid from her time allowance, while by its help she and *Alcyone* vanquished *Julia* and a good fleet in the river, and at Plymouth *Alcyone* saved a second prize from *Oimara*.

Here at the risk of being thought a thorough bore for harping year after year upon one subject, I must again draw the attention of those interested in yacht racing to the anomalies which are still presented by the various tonnages at which yachts enter, under the same rule or

* Continued from page 11.

what purports to be the same rule of measurement, at different ports, and which must continue as long as the present system of unrecognized and amateur measurers giving certificates at different ports remains in force. This was strikingly seen last season, when Oimara sailed (at least according to the reports published in the papers), as 167 tons at the Mersey, 165 at the Albert, 162 at the Northern, Cowes, and Barrow, 159 at most other places, and 156 at Cork. Also on 29th May Volante and Alcyone began the season at Royal Thames match as 59 and 39 tons respectively, on 30th May at the New Thames the latter had grown to 40, the former remaining as she was, but next day in the Royal London she appeared as 60 tons, under which tonnages both sailed at Harwich, but afterwards and throughout the season went back to their old measurements of 59 and 39 tons. Foxhound too was 35 tons in the river and 34 in Western waters, getting to 36 in two cases in the Solent, but generally there sailing as 35 tons. Niobe formerly always sailed as 41 tons, and was considered to be quite out of the second class, a defect which as I heard prevented several gentlemen from enquiring about her when for sale, but now she is always entered as 40 tons and sails accordingly. The culminating absurdity however is the new Livonia who always named as 280 tons in all accounts of her and at the foot of the print published in one of the numbers of this *Magazine* came out under a Thames certificate as 265 tons, at which she sailed until she started to astonish the Yankees, but I am told that when measured in the Mersey she was certified as 278½ and this under nominally the same rule as the Thames. I do not mean in the least to impute any blame to the owners or captains, who are quite right, in these days of close races especially, to enter at the smallest tonnage they can, but I mention them as matters of common notoriety and to show how unsatisfactory the present system is, and how desirable it would be to have some united action taken, not merely to make the rule itself (in the main fair and good enough) exactly uniform in all places, especially as to the points where the beam is to be taken, and as to what is to be done with broken fractions of a ton, but still more to get it uniformly applied. The only plan for this purpose is, as I have often proposed before, to have three or more professional measurers appointed to measure all racing yachts, and certify their exact tonnage, and to enact among all yacht clubs that without one of such certificates they be not allowed to sail in their races. I am happy to say that I believe my own club, the Royal Alfred, will next year adopt this system and carry it out, whether in conjunction with other clubs or alone remains to be seen, it would however be far more satisfactory to have it general, and the expense or inconvenience to an owner would

be very trivial in comparison to the advantage it would be to him to know exactly what he is about. At present many of the clubs insist on their own measurement, some take certificates from other clubs, others leave it all to chance, and thus there are constant disputes and unpleasantness. What the *Racing Calender* is on the turf, and the *Herd Book* on the farm, these certificates ought to be, and the only evidence taken of a vessel's tonnage for racing purposes. I may add that the new system in the Solent of adding two-thirds to cutters, which is exactly equivalent to the diminishing schooners by three-fifths, as practiced elsewhere, makes it more than ever important that tonnage should be exactly known, as the error, if any, is increased in all mixed matches.

But to return to my racers, Foxhound in 1870, when launched from Fyffe's stocks, by no means gave promise of distinguishing herself as she has done last year, being looked upon as rather a fair weather boat, and though at times she went fast no one who saw how the Muriel handled her could have expected her to vanquish the sister boat as often as she did; the pair meeting I believe in ten races, out of which Foxhound won seven to two, and in the remaining one neither were timed. During the winter of 1870 she was hauled up at Payne's yard in Southampton and several alterations made in her, both as to ballast and spars, and better than all Ben Harris, who formerly sailed the Vanguard for the late Colonel Verschoyle, was put in charge, and right well he sailed her throughout the season, never throwing away a chance, and one of the greatest treats was to see how he and C. J. Thompson, who leaving the Muriel before she was sold and when not fitting out, became captain of the Alcyone, handled their charges on all occasions, the latter being specially complimented by the Commodore of the Royal Mersey Yacht Club on his skill when in a strong gale of wind she won the second class cup on that river. The Foxhound had a great advantage over her rival throughout in having always a tender alongside her in the Lady Evelyn schooner, belonging to the same owner, who not only cleared out all her gear, lumber, and other encumbrances, taking more or less as the day seemed likely or not to require them, but besides, as the owner did not live on board, she was no doubt freed of many fittings and much dead weight, necessary when an owner takes up his abode for the season on board his little ship. The system of one vessel to cruise in, and another to race is certainly the most luxurious and pleasant for all parties concerned, owner, skipper and crew who find all clean and comfortable for them when they bring up alongside their big friend, and it also saves a deal of knocking about of skylights, boats gear, and other things usually sent ashore or left in an open boat at the

stern of some other craft and thereby seriously exposed to risk of all kinds, but it cannot be universally carried out as few men have the purse to meet the expense of two yachts at a time. The first owner I ever saw who adopted the plan of a tender was the late Mr. Craigie when he owned the *Volante*, and had the *Wideawake* smack (a most appropriate name) as a tender, she carried all the spare spars, gear, &c., and also found extra hands when required, another extreme advantage to a racer, as the picking up of spare men either from shore or other non-racing vessels is one of the greatest nuisances of racing, and the fellows you get are generally duffers and loafers only fit to consume beef and beer, though I own I have seen brilliant exceptions. A yacht can also on this plan be eased of but some very light and skeleton bulkheads and so become as much like an open boat as possible, the finest trim for sailing, especially in light weather. *Alcyone* was on the contrary loaded with extra heavy teak fittings, and in many ways was by no means as well prepared for racing as her rival, or her sister ship the *Muriel*, whose arrangements were perfection for that purpose, and I believe Sir William means to reform her in this respect before next year, and she is also to have her quarters pulled in a little in the way which proved so beneficial to the *Lizzie*. It will take all she knows to win prizes next season, especially in the second class, as a most formidable host of rivals are expected to appear, some new and others renovated, and with *Muriel*, whom I still place at the head of the list in anticipation of a renewal of her glory, *Niobe*, who will with new canvas, &c., beat all of them in strong weather, *Alcyone* whose *forte* also appears to be a blow, Hatcher's new craft for Major Ewing of the *Gwendolin*, longer than *Muriel* and with less beam, Ratsey's new forty for Captain Freake, which a first-rate judge tells me is too sharp and hollowed away in mid-ship section, *Alceste Fyffe's* new forty for Mr. Walker formerly of the *Avon*, *Kilmeny* in new hands and hardly big enough to meet forty-tonners, *Glance*, by no means the worst to sail and out-and-out the prettiest to look at of King Dan's productions, *Foxhound* and another forty building by Nicholson, it will indeed be difficult to pick a winner, or score those little "certainties" which are equally agreeable on green turf or blue sea. It is curious to see how the principle of great length and depth in proportion to the beam has taken possession of the minds of our English builders, and how nearly their vessels coincide in these respects with each other. I gave through the kindness of builders and owners a list last year of the lengths and breadths of some of the new twenties which were then building, mixed with those of a few of the best known of the old ones of the same class, but distinguishing them by a number only as some persons might not like the dimensions of their

boats published, and following the same method I shall give these of some of the new and old vessels of this class as taken for racing purposes.

No.							ft.	in.		ft.	in.
1	Length fore part of stem to aft part of stern post						60	0	greatest beam	12	6
2	"	"	"	"	"	"	59	6	"	12	6½
3	"	"	"	"	"	"	61	6	"	12	4
4	"	"	"	"	"	"	60	0	"	12	0
5	"	"	"	"	"	"	60	0	"	12	6
6	"	"	"	"	"	"	51	8	"	12	10
7	"	"	"	"	"	"	55	0	"	11	4
8	"	"	"	"	"	"	58	0	"	11	11

From these some idea can be formed, as to the general dimensions proved to answer best for a fast craft of this class, but none of their outward appearance or general looks as those built in the south of England by Hatcher differ enormously, in many ways from Fyffe's school having much more freeboard, less sheer and altogether appear much larger and more powerful vessels, which added to their being generally of composite build makes them carry their ballast lower, and a larger quantity of it, and gives more head-room and accommodation on board, especially in the after cabin where the difference of room is enormously in favour of the English boats. All are now nearly exclusively ballasted with lead, and have large lead keels outside, though Fyffe does not carry this principle nearly so far as other builders, and his spars and rigging are generally lighter. Of the two sister craft constructed by Hatcher, Muriel and Alcyone, the latter is by far the best looking, as owing to a change made in the beam while actually in the process of building, Muriel was squeezed in nearly one inch and made very flat and wall-sided, while her straight sheer and rather drooping quarters make her by no means a very sightly little clipper to look at. "Handsome is which handsome does" however is a good old saying, and when the tables of amounts won in 1869 and 1870 are searched and she is found second only to the Oimara in value one year and to Fiona the next, and winning seventeen first and three second prizes valued at £1,120 in two seasons, and some of these first class cups against the best cutters of the day she may well be able to give away some stones of beauty to other less renowned craft of her inches.

Alcyone is on the whole a much better looking vessel, though still a little stiff and straight to my taste, wanting the elegance of Glance or Foxhound, but showing more power and she appeared in the few races they met to have the heels of her sister, but this may be accounted for by the transfer of the captain and experienced crew of the Muriel to the other, and to the lateness of the season when, having changed owners, the Muriel made her appearance at the starting buoys, Mr. Brassey

moreover did not intend regular racing and was content with a crew out of his other yachts, and had no regular captain or pilot in any of the matches which in these days of fine drawn racing would be much against her chance. Captain Thompson's own opinion is, I believe, that the last built is faster on a reach or run, but that when you come to pull the mainsheet blocks together and to screw the last inch to windward to get round a mark or weather a rival, the old one answered to every stroke of the whip or spur and could be depended on for a man's life, while the new lady was sulky and ready to curl up her back or cut it altogether on the least provocation. The Alcyone did well on the whole, coming out in the river at the Royal Thames and London matches when only launched a fortnight, and though naturally not yet in trim, she in these tramped close on the heels both of Julia and Volante, but in the third day when matched against Vanguard a gap of twenty-four minutes at the finish showed the great difference between "a good *little* and a good *big* one."

The Dog as the Marquis's craft was irrevelently styled had the best of her however in the two encounters in the river, and in the Thames match had an easy victory, in the second class the Glance having managed to spin her pilot and constructor Mr. Dan Hatcher overboard, and naturally enough stopped to pick up one whose loss would indeed have been a serious one amongst the racing community. Alcyone next started in the race from Southend to Harwich in a regular heavy breeze and sea against such vessels as Livonia, Gwendolin, Volante and Flying Cloud, and gallantly won the second prize, Gwendolin taking the first. She sprung her mast however and could not sail at Harwich Regatta, where a sad accident happening on board the Volante of the same kind which afterwards befel the Egeria, viz: the carrying away of her boom in a jybe, but unluckily with worse results as it crushed a poor fellow to death, Niobe showed that in strong winds she was as formidable as in 1865 and 1868 and far too powerful for the Foxhound.

The racing fleet after that regatta started for the "West Countrie" and I cannot undertake to follow all their movements throughout the season having already overpassed both time and space, suffice it to say Alcyone and Foxhound generally won in their class, in fine weather the latter and in strong the former having the best of it, though certainly the worst of the luck as especially was seen the second day at Kingstown when Alcyone was first all day and should have won but for a calm and fluke of wind, but on the whole I doubt if she is as fast as the Scotchman in light breezes and smooth water; she also caught a tartar in Scotland where in a regular snorter the little Xema gave her a weight for age, beating. The third on my list joined issue with her larger rivals on

the Irish and Scotch coast but with little success, being overpowered by them though quite "the cock of the walk" on her own waters, and a further trial at Dartmouth convincing Mr. French of her small chance against superior size, he forgot the old adage "not to throw away dirty water until sure of clean" and disposed of his little pet, the result being, that too late to buy *Alceste* from Fyffe (where he was forestalled by Mr. Walker,) and finding nothing elsewhere to his mind, the best amateur marine jockey in the three kingdoms is dismounted for 1872 and left aground, the competition however for his services as steerman in the *Royal Alfred* matches being already hot and furious.

The *Niobe* did uncommonly well when it blew, generally beating all her own size, and with better canvas would have done even more; at Dartmouth, thanks a good deal to the bigger ones impeding each other, she took first prize from *Oimara*, *Garrion* and *Vanguard*, but at Torbay and Teignmouth *Dione*, another of Hatchers' cracks, and to my mind one of the best he ever built if not of so awkward a size as a Yankee would say, "chewed her up considerable." I hear *Niobe* is to come out next year with a complete new fit out, and if she does "and it is found she can really sail as not exceeding 40 tons," I would stand her chance all the season through against any other afloat in that class.

The old *Phantom* again shows, as many times before, in the list of winners but hers has lately been rather a local celebrity having exchanged her cruising ground from the Thames and South coast for bonny Clyde where under the excellent management of her owner, second to none as of our amateurs as steersman and captain of his own ship, she puts in an appearance in many matches and with very fair success, few of her own size being able to beat her, but she is too small to compete with the new second class, and too large for the third. I was sorry to read the death of her late and well known owner S. Lane, Esq. in the newspapers lately, he was well known for a length of time in connexion with yacht racing on the Thames and was a great lover of the sport, the names of Lane and his *Phantom* having been for many years "household words" in that locality, and she has won from first to last nearly eighty prizes.

The *Glance* comes last on the list, by no means her usual or proper place, and it is difficult to conceive how the craft which used to tie up the *Cyma* and all the cracks of her time, and at Cowes won the cup from *Lulworth*, *Whirlwind*, *Arrow*, *Alarm* and other celebrities can have fallen off so much, especially when last season she was all refitted and canvassed and had the aid of one of the most experienced cutter sailers in England as her master, old Harry Truckle of *Vampire*

notoriety, who I am sorry to hear has during the winter also passed away from this world. I hope her owner will not be discouraged by failure but give her another chance next year, for while her looks are second to none, her bottom last winter I am told when hauled up by Muriel and Alcyone was considered finer than either. Report says she would be all the better for a little trimming up with shot bags as used to be the custom when she was constructed, but this cannot affect her in light weather, and in a smooth sea and a dead turn up to windward which was her particular *forte*, she must be a dangerous antagonist even yet.

Mr. Duncan formerly of *Glance* and *Vindex* has given up racing, his old skipper Jack Downs having been engaged by Count Batthyany to sail his new 104 ton cutter, the *Kriemhilda*, rather a jaw breaking name by the way, but it is that of the heroine of a well-known German Legend "Die Niebelungenied" in which one Siegfried, a perfect knight and warrior, after many adventures by sea and land conquered and subdued a Scandinavian tribe and got possession of the celebrated "Tarnkappe" which rendered the wearer invisible and gave him supernatural strength. This youth fell in love with Kriemhilda, sister of the king of the Burgundians, whom he married, but falling out with his sister-in-law Brunhilde was murdered by her order, the two ladies afterwards coming to bitter war, the story, as is usual in such legends, ending in a chapter of horrors in which, like the Kilkenny cats, "every one kills every one else." I hope the new ship may not come to as ill-omened an end, but fulfil all the expectations of her builder and owner, who deserves to win if trouble and the expenditure of money ever did so, and in spite of her name I predict a successful career for her. As builders are now on the look out to find appropriate appellations for their new pets I will make them a present of three suggestions, any of which would have at least the merit of being new, as *Spindrift*, *Asphodel*, and *Zophiel* "of Cherubim the swiftest wing," have never figured in the *Yacht List* where *Foams*, *Brunettes*, *Kelpies* and *Pearls* amount *ad nauseam*.

Of other changes amongst captains I have heard but few, Harris, the two Thompson's, Diaper, Luke, all going on in their old commands, but Houston will probably return to *Fiona*, and the *Oimara* be vacant as also the *Egeria*, to whom no master has yet been appointed and curiously enough few applications have been made, as both are known as good berths. The new Scotch 94 I mentioned in my last will also be looking out for a skipper, and since writing last number I have been informed she has not yet been sold although a most beautiful model, by far the best Fyffe has yet turned out. There must be a wonderful

stir in Fairlie with a ninety-four, forty, two twenties, and a ten-tonner all building together, and I hope the venture will be as good a lot as in 1864, when Kilmeny, Xema, Luna and Torch all left the same ways at the beginning of the spring, a time for which all yachtsmen are earnestly longing. The Alceste, his 40 tonner, is described to have an entrance similar to Fyffe's new boat of last year, the Eveleen, forward, but her delivery more like the Foxhound under water but finer above water, at least as built, though what Payne did to her last winter I have never learnt. The new one has a narrower stern and her quarters raised higher than either Foxhound or any of Fyffe's new school, which will probably be an improvement and make her look more powerful and less as if she would be "pressed" in a heavy sea, and as she is to be most carefully ballasted and rigged will be certainly amongst the fastest of her class. Her mainsail and other after sails are from Lapthorn, the graduated sail got last year for the Avon though setting well at first having been found to wear very badly; indeed I have often heard this complaint before of those sails, and I am told it takes four threads of Lapthorn's canvas to equal one of the other in thickness. Fyffe thinks the extreme limit of diminution of length as compared with breadth has been reached, but if the clipper ships now built in the Clyde and elsewhere are six times their beam and make their passages regularly from Calcutta in from seventy-five to ninety days, saving at least thirty days on the old fashioned craft, it would seem as if greater length still than has yet been attempted in cutter yachts might be an advantage, and I rather expect it will 'ere long be tried. The Circe, now bought by Mr. Steven, late of the Persis, and the Garrion also in the Clyde are about the longest yachts in proportion to their beam yet constructed and it will be interesting to see how they will perform next season, especially as the American ideas have been found in the case of the Livonia not to answer as well as expected. I may now shut up my yarn and cut off like Atropos the thread of my discourse until the March number, when I hope to say something about the doings of the smaller racers, and unfold any gossip interesting to the readers of *Hunt's Magazine* which may meantime turn up.

RED WITH WHITE MALTESE CROSS.

(To be continued.)

THE FIRST CRUISE OF THE SIREN.*

A NARRATIVE OF YACHTING ADVENTURE BY A VETERAN YACHTSMAN.

Fabula sed vera.

CHAPTER V.

THE PURSUIT.

"A daring pilot in extremity
Pleased with the danger, when the waves go high
I seek the storm"

SIR HARRY had intended filling up coals and water at Lisbon before taking his departure but it was not absolutely imperative that he should do so, as the supply of neither was exhausted. The anchor was therefore no sooner hove short than the boats were run up to the davits and orders given to set the fore staysail. The wind was blowing down the river, a nice smart breeze, the tide was a young ebb, and everything in their favor for an immediate start. Drew, who with his fruit schooner had often visited the Tagus, was quite competent to pilot them over the bar. They speedily sighted their mud-hook, and canting the yacht with her head sails, were soon dropping down the river fast, and before half-an-hour elapsed had all the yacht's plain canvas crammed on her. The sky looked windy and the barometers—both aneroid and mercurial—were rather drooping, but an additional capfull of wind would be all in their favour so long as it was in the right direction. The chances of pursuit did not appear great, but it was safer to get a good start in case the interest of the wrathful Countess with the government should be powerful enough to induce them to send a vessel after the Siren.

When nearly abreast of Belem they were sorry to meet a small war steamer bearing the Portugese flag, coming up the river. The yacht however dipped her ensign as in duty bound and held on her way rejoicing. They were soon across the bar and passing the rock with a fine breeze from the north-east, water smooth as a duck pond, and the schooner doing her seven or eight knots easily.

While running down the river Madlle. and her *soubrette* had been advised to seek the shelter of the cabin as it would have been awkward if they had been seen on board, though doubtless the manager of the theatre when interrogated would make no secret of where poor Natalie's traps had gone to. They had not long passed the rock and the baronet

Continued from page 29.

had just gone down to ask his fair passenger to come on deck and enjoy the escape from the clutches of her prosecutrix, when Maxwell, who rejoiced in very long vision, thought he saw the smoke of a steamer over the land, which seemed to be approaching the mouth of the river, now some three or four miles astern. He felt a little anxious at this, so taking a powerful double glass which generally lay on the binnacle, he clearly made out the masts and funnel of the very gunboat they had met coming up the Tagus, he knew them at once by their great rake. He rushed to the main skylight and sung out to Sir Harry that they were pursued, and to come on deck directly, a summons he was not long in obeying. He had found Natalie with her bonnet and shawl thrown off, for the day was fine and warm, sitting in the main cabin busy with some feminine work, crochet, embroidery, or some such thing, apparently quite at ease in her new home and free from any dread of pursuit. She however no sooner heard Maxwell's alarming tidings than she immediately followed Sir H. on deck. The prospect was not a pleasant one, for now rounding the rock was the identical steamer with ensign and pendant still flying quite visible with the glass. Sir H. no sooner saw her than he told Drew to get the squaresail on the schooner as fast as possible, the wind being now well on the quarter, and luckily rather freshening. Half-a-dozen of the hands soon had the sail-room hatch off; as usual the sail wanted was least at hand, and some time was lost 'ere sundry jibs, topsails, sail-covers, &c., could be got out of the way and one end of the sail got at. The squaresail of a schooner of 170 tons is no light weight, and as several of the hands were in the sailroom paying it out there were not many left on deck to haul it up and carry it forward; Natalie noticing this and anxious to make herself useful if possible, rushed to the side of the hatch and with her ungloved hands commenced hauling away at the rough canvas. Now Madlle. Miardot rejoiced in a pair of extremely well formed hands, not particularly small, but always remarkably well kept. As she was rather vain of her hands, with an excusable *coquetterie*, she generally wore some handsome rings, not many, but what she did wear were really fine. With the habitual good taste of a French woman she confined their use to the two last fingers of either hand. Such a piece of bad taste as wearing a ring on her forefinger she could never be guilty of, she would have thought a ring in her nose far less objectionable. What horrid frights one does see in every picture exhibition, portraits of vulgar looking women with a ring on each forefinger like German burchen of the lowest type, besotted with bad beer and redolent of the fumes of stale tobacco. Natalie in her haste had left

her gloves below, and was now lugging away at the huge sail with her well rounded taper fingers all ablaze in the brilliant sunlight. On her left hand she wore but one ring, but it was a splendid one, a large opal full of fire, set with diamonds, it was oval in shape and well nigh covered the whole lower joint of her third finger. To her right hand she was more liberal, for on the corresponding finger of it she had on this occasion four half hoop rings, two of brilliants and two of turquoise worn alternately. The diamonds were of fine water and of good size, and the turquoise were both large and well coloured, and the combination of the two had as they always have a charming effect. Sir H. who had been watching the steamer intently, turned suddenly round to see what the crew were about, and anxious as he felt, was not a little amused with the new volunteer he had got, and how smartly she handled the sail, for she was strong, lithe and active, as all who succeed in her arduous profession must be.

"Ah Madlle. don't spoil your pretty hands with that rough sail, they will be all over tar from the bolt rope, it will stick to your rings and you will never get them clean; they will smell so terribly of pitch you won't be able to wear them again." Saying this he rushed to her assistance and with his stalwart aid the sail was soon all on deck, and in a few seconds more bent to the cross-jack yard and set. The schooner soon felt the effects and was bowling along at a great rate, and seemed to be keeping pace with the steamer. The latter was now plainly seen in full pursuit, and obviously not sparing coals as her two funnels were emitting clouds of black smoke, showing that her furnaces were being well fed. All now depended on the breeze, if it would but last the yacht might hold her own till nightfall, and then by altering her course throw her pursuers off. The steamer was obviously a fast craft, and it was vain to hope to escape by outsailing her. She had all her fore and aft canvas set, but luckily for the pursued from her rig, two pole masts, had no means of setting any canvas aloft.

They were now well abreast of Cape Espichel, at no great distance from the shore, and the gunboat might be some four or five miles astern. The yacht was steering a course nearly true south, hauling up now and then a little to the eastward of south to prevent the risk of jibing the mainsail, a serious matter in a strong breeze of wind. It was now blowing half a gale, and the barometer had fallen to 29.1, and everything looked like a dirty evening. The sea was rapidly rising, both from the increase of the wind and also because they were losing the shelter of the land to the north of the mouth of the Tagus, which trends away a long distance to the westward about Cape Raza. There was fully more

than enough of cloth on the schooner but they were loth to lose a moment by shortening sail, so they kept driving her into it, and cheerily she went at it, breasting the waves like a seabird. Now and then a huge crested monster would look as if he were coming aboard of them, curling his white foaming top astern nearly as high as the crosstrees, but the lively craft rose easily 'ere it caught her taffrail, and the mighty wave would run along her quarters and break somewhere amidships. The topmasts were bending like willow wands with the terrific strain on the backstays, and with every extra puff the skipper expected something would go. By 4h. p.m. the wind and sea had so much increased that they were obliged to lower the topsails, and this they were glad to find without any diminution of speed. An hour afterwards it became necessary to raise the main tack, and ease the throt and peak halliards a little. This relieved the schooner a good deal, but still the weight of the main boom and whole mainsail over the lee quarter was heavy on her, and the slightest carelessness in steering, rendered now more difficult by the heavy following sea, would have brought over the boom carrying away guy, mainsheet, weather runner, probably the man at the helm, and possibly the mainmast itself.

"The're knocking the guts out of the puir bit barkie" says Wull Muir to Maxwell, who was standing well aft on the schooner's deck, watching the jerks and bangs of the boom with an anxious eye. He was the more particularly alarmed by these as the belly of the mainsail, since the easing of the halliards was often dragging in the water adding greatly to the weight of the boom and deadening the vessel's way at the same time.

"I suspect we'll have to reef after all" said Maxwell.

"Gin ye'll tak my w'y o' it I'd doon with the mainsail a'thegither and set the trysail, for that's the rag for runnin' wi' in a gale of wun. A craft like this will gang faster and cannier wi' a bit trysail set, than her mainsail reefed or no reefed. A boat's no biggit to sail on her side ony mair than a man or a cuddy is made to stan' on their heads. Tak in that muckle boom that's raging out there, like to knock itsel' and the schooner tae to bits, and the wet sail that's fast to it that pressing her quarter sae sair into the sea, and she'll rin a mile an hour the faster for it."

Maxwell was struck with the shrewdness of Wull's remarks, and went forward to Sir H. who was trying to shelter his passenger from the heavy spray that was now coming on board, by wrapping a large boat cloak round her shoulders, for she would not go below. She had hitherto proved herself a good sailor, much better than the maid, for poor Nannette had been helpless in her berth for hours.

"It's high time we were thinking of getting that boom on the other quarter, if we don't want to be ashore" said Sir H. as Maxwell approached.

"Jibe we must and that speedily" said Maxwell "but I think we had as well lower the mainsail altogether and set the trysail before doing so."

"No, no" cried Sir H, "I believe that confounded steamer's gaining on us as it is, and lowering the mainsail will only make bad worse, we have but another short hour of daylight, the moon will be entirely hid by the clouds which now cover the sky in all directions, so it promises to be a very dark night. If we can but carry on till we are sufficiently hid from our pursuers to alter our course a point or two, we may then venture to relieve the old lass a bit, but we must not take a square inch of canvas off her till then."

"I believe we would do much better with the trysail" rejoined Maxwell "it would be a higher sail and yet a snugger than the half scandalized mainsail we are under now. We must lower the peak as it is, to get the boom over, and when we come to haul our wind as you propose to do as soon as it becomes dark, we must shorten sail at all events."

Sir H. was about to yield to these cogent arguments of Maxwell though rather unwillingly, when the boom took the matter into its own hands and flew off taking the mainsheet along with it till stopped by the lee rigging, where it kept rubbing and chafing on the aftermost shroud. On examining into the cause of this alarming accident they found that the nut that fastened the shackle which kept the mainstay lower blocks fast had worked itself off from the jerking of the boom.

All hands were summoned aft, a tackle got on the boom, the mainsail lowered with some difficulty and then it and the boom secured amidship, and the handy and more manageable trysail set in its stead. No sooner was this accomplished than a most perceptible improvement took place, both in the behaviour and sailing of the yacht, the lee rail formerly nearly awash, was now almost on a level with the weather one. It was however in the steering that the greatest improvement was observable, the strong tendency to broach-to, which had to be resisted with all the steersman's power and no doubt much deadened her way was now at an end, and a child might have steered the yacht with a fiddle stick.

As the sea had increased, and the schooner's steering troublesome, rather wild, the gunboat had been gaining on her, and was now probably within a couple of miles, and the chase was becoming somewhat nervous work. The commander of the steamer seemed to think their

lowering the mainsail a signal that they in the Siren were about to yield the day, so ere the trysail was got on her he fired a blank cartridge, and sent up some flags as a summons to heave-to. Natalie was much alarmed at the sound of the gun, which the strong north wind brought down loudly to her ears. She staggered from her seat near the companion as well as the motion of the yacht would permit her to do to where Sir H. was standing watching the preparation of the trysail gear, and taking his hand begged with tears in her eyes, that he would not endanger the lives of himself and crew or even the safety of his vessel, but at once give her up to her pursuers. Of course Sir H. told her this was not to be thought of so long as a chance of escape remained, and that she need be in no alarm, as he knew by the sound it was only blank cartridge they were firing, and that even were they to venture on discharging shot the yacht was not yet within range of guns of the calibre likely to be carried by the steamer, and he hoped would never be. It was with no small feelings of relief however that Sir H. marked the improvement in the yachts' sailing under the trysail, and the only notice he took of the gunboat's signals to surrender, was to hoist the red cross ensign of St. George at his trysail gaff.

CHAPTER VI.

THE ESCAPE.

“Darkness like this
Is but the dawning of our fortunes.”

THE night had now become very obscure, and all that those on board the Siren could see of the steamer was her port and starboard lights like the glaring eyes of some wild ravenous monster, rushing after the poor yacht with the full intent of instantly devouring her. A third bright light, which a vivid imagination might fancy to be a third eye in the lofty forehead of the huge beast, was the well known lamp a smoker always carries on her foremast—often a most alarming sight to a yachtsman becalmed, hove to, or at anchor in a crowded fair way. Although in none of these predicaments at the present moment the gunboat was no pleasant object of contemplation to those on board the schooner. The sooner they could get rid of the sight of her the better for them, for failing to throw their pursuers out in the course of the night, it was more than probable the wind would take off and leave them at her mercy in the morning. All lights on board the yacht were there—

fore now most carefully shaded, indeed the only one on deck was that in the binnacle and it was so completely screened off as to be invisible to all but the steersman, the main cabin and after skylights were closely covered with painted canvas, which prevented the light coming up and the sea going down. At eight bells, before the watch was changed and all hands on deck, the squaresail was taken in, a reef hauled down in the foresail and staysail, a smaller jib set, the sheets tautened in a bit, and the yacht's course altered to W.b.S. $\frac{1}{2}$ W., thus running off from her old course nearly at a right angle. The benefit to be derived from this change of course was entirely dependent on the fact of the schooner being invisible to the gunboat. For some time it was impossible to say whether this was the case or not, but by and bye from the alterations in the bearing of the steamer's lights it was observed she was still holding on her old course, which if she continued all night, would take the vessels fairly out of sight of each other long 'ere morning.

Sir H. now insisted on Madlle. going below. She was most unwilling to quit the deck while the steamer's lights were yet in sight, but it was becoming cold with spitting rain—weather all in favour of their escape but not pleasant to be exposed to, and urgently suggesting the propriety of a descent to the comforts of the cabin below. When at last persuaded to go down she found the steward making preparation for a late dinner, which they had been all too much engrossed with the perils of the pursuit to think of earlier in the day. The *danseuse* declared she was quite unable to eat, and that she must go and see how Nanette was getting on in the after cabin. Sir H. however insisted that after seeing after her maid's welfare, she should return to the cabin and take something or other however little, else she would be sure to be ill 'ere morning as nothing was so apt to produce sea sickness as an empty stomach. Nanette she found sound asleep and in no way in need of her assistance, so after throwing off her shawl and bonnet she returned to the main cabin where dinner was now on the table. No very elaborate preparation had been made, as it was too rough either for cooking or keeping anything long in the cabin without risk of accident.

No cloth was laid, and in addition to the usual precautions the steward had placed a low wooden railing round the edge of the table to prevent the dishes from falling off. This railing was fastened by screws ornamented with brass heads projecting a little above the table. This precaution was almost unnecessary, considering that the table was a swinging one, fastened to the floor of the cabin, and balanced by a heavy mass of lead, which as the vessel rolled kept the surface in *equilibrio*. As this was Mademoiselle's first experience of such a machine, she was

placed at one end, as the alteration of the position of the table is naturally much less there, than to those sitting at the sides. The sea was heavy and still increasing as they left the shelter of the weather shore, running to the westward with a beam wind under a press of canvas. This gave the yacht a strong list to port, making it rather a difficult task for a tyro to keep his or her seat, the table being placed on the weather side of the cabin. Natalie had been prevailed on to take a little soup, of which she felt all the better, and was cheerfully talking about the escape, when a stronger puff than usual caught the yacht, which listed her well over and would but for the lead naturally have sent the lee half of the table down and the weather one up. Natalie felt herself, cane bottom chair and all, going over to leeward, and in her haste to steady herself seized a decanter of wine which stood before her on the table, forgetting in her haste that it was a moveable object subject to the laws of gravity like herself. She was just on the point of falling, decanter and all, when a curious enough incident saved her. She wore on either wrist a plain circlet of gold round on the outer side but fortunately quite flat next the arm. The table was naturally rising as she was falling, when the brass screw at the corner on the starboard side caught the bracelet on her right wrist and checked her fall until she had time to recover herself.

Sir H. was at the other end of the table opposite Mademoiselle while Maxwell sat on the sofa on the weather side. They both rose at once to her assistance but neither could have saved her from an awkward perhaps dangerous fall, but for the good luck of her bracelet catching the table.

"That's a capital piece of workmanship" said Sir H. when he saw his guest was all right again, "how in all the world did the clasp stand the strain."

"Oh" answered Natalie, and we may here remark that now that she had got over the agitation of the first evening on board, her English had very manifestly improved. Sometimes she still slightly mispronounced a word, or when at a loss used a French phrase for its English equivalent, but on the whole she now spoke our language remarkably well, and with an accent which clearly betokened an early acquaintance with it, "that is very easily explained, there is no clasp" and she held out her hand to Sir H. who was still standing near her end of the table "you see it is a complete circle without any opening."

"How do you get it off then Mademoiselle" asked Maxwell.

"I never take them off, these bangles as you call them in England were put on by my dear Mother, when Natalie was a very little girl,

and they have never been off since, and I hope never will till I die, and not even then for I should like them to be buried with me. They are among the very few memorials I have of my dearest Mother."

"But how did she manage to get them on as they do not open?" asked Sir H.

"Though you may be unwilling to believe it, my hands were then very neat and small, large and clumsy as they now are" as she said this she laid them both flat on the table with a look of mock despair, in evidence of the truth of her allegation. Now the hands were very nice ladylike hands indeed, and this Madlle. Miardot doubtless very well knew, or she would not have been so ready to show them.

The gentlemen of course, both as in duty bound complimented her on their comeliness.

"Oh pray don't flatter *la pauvre danseuse* too much" she cried, "I never look at my hands" which however she still kept on the table—"but I am ashamed to see how large they have grown, some day I suppose these bracelets will become too small for my wrists, but that won't be till my dancing days are done, and I am, as you say in England, 'fair, fat and forty' should that ever happen, I won't have them taken off even then, I would rather let them sink into my fat arms, as I have seen a stout dowager's marriage ring do, on her fat finger. They say bangles keep the wrists small, so I shall hope such a misfortune never will happen to me, I should so hate to become fat."

"They fit you well now Mademoiselle and look extremely nice" said Sir H.

"When they were first squeezed over my hands—and I remember I cried very badly when it was being done—they went up my arms nearly as far as the elbow, now you see they will go only about one inch above my wrists. They have saved me from one bad tumble to-day, and thus made amends for a sad injury they and this dear old ring," and she kissed the opal ring on her left hand "did me once."

"How is it possible these pretty ornaments could ever have done you any injury" asked Sir H.

"I can't trouble you with a history of all my sorrows, at least not to-night—it is a long story, but I may say in one word, but for these I could never have been a *danseuse*."

Dinner being now over she rose as she made the last remark, as if she did not wish to be questioned further, and with a pleasant smile, and a *bon soir Messieurs* she retired to the after cabin.

On going on deck our yachtsmen found the night still dark and misty, and the steamer's starboard light still faintly visible broad on the

lee quarter. The schooner was still steering the same course and running fast off the land.

Maxwell went forward to look for a snug locality to smoke his last cigar before turning in. While the baronet was talking over with Dawson, who had charge of the first watch, what his course during the remainder of it should be. In doing so he stumbled upon Wull Muir sitting on the bitts in a sheltered billet under the lee of the stay sail, keeping a bright look out.

"Well Wull what do you think of the night?" asked Maxwell, for he had much faith in Muir's skill in forecasting the weather.

"Weel I'm thinkin' it's gaein to tak up, I wud na wunner to see a stark calm afore the morning watch."

"That won't suit us well if we don't get out of sight of the steamer before then Wull, we'll be in a sad scrape" said Maxwell.

"We'll be far eneuch out o' her w'y if she but keeps her auld course till then, for we're runnin' unco fast frae her noo, but troth" added Wull "I dinna ken if it wud be any great loss if she grippit us."

"What do you mean?" asked Maxwell, rather astonished at this assertion on the part of Muir.

"I just mean that Maister Hairry is daft, clean wud, to be helpin' a play actin' outlandish lan loupin' limmer to cheat the wuddie, as he's daeing noo."

"You surely don't believe Madlle. Miardot guilty of the crime alleged against her, do you Wull?"

"I dinna ken aboot that, but I'm certain sure o' this, that it's no dacent for a respectable member o' the free kirk, let alane an elder, to be rinin' aboot the warld wi' an opera dancer in tow. What'll the Reverend Reuben Mactarish and the kirk session say till't. They'll hae him on the stool o' repentance afore they'll gie him church preeviliges again."

"Well he must just seek for them somewhere else. There are more parishes than one, and more kirks fortunately than the free kirk in broad Scotland."

"Ah, but if that worthy woman his aunt hears tell o't she'll never speak to him mair, and what's waur, she'll put her pen through his name in her wull, and I'm sure she has heaps o' gear and naebody else till heir it."

"But who is to tell her, if you hold your peace,"

"Weel I dinna ken, but there's Jeames the steward forbie a' the rest o' the crew, I jalouse the'll be nae want o' clavers aboot it in the fore-castle, and oot o' it, before we're din wi' the job."

"James can keep his own counsel, and I'll give him a hint, besides he's from the East country, you're the only Westland man aboard, the rest of the ship's company being all English. Just you hold that long tongue of yours when we get home and all will be right."

"A hadden tongue makes a slabbered moo" muttered Wull, adding rather sulkily "long afore that the'll be nae need to keep it quiet, for I dinna doot but she'll be Lady Arden or we get hame. She's a weel favored hizzy, the mair's the pity. Sir Hairry's unco saft aboot the lasses and she'll jump at the chance o' him, like a cock at a grossart."

"Nonsense she may be married already for aught you know" answered Maxwell, not a little annoyed at Wull's remarks for the fears he expressed on this subject in reality somewhat tallied with his own.

"Deil a bit is she married" quoth Wull "I noticed her han's when she was fistin' the squaresail sae cleverly this morning, rings eneuch there were, and fine anes tae, the glister o' them no oot my een yet,—I wish thae a may hae been honestly come by—but feint a plain gold ane amang them did I see."

"I would have imagined her readiness to aid you in your work Wull would have greatly gained your good will for the poor fugitive, cross grained animal though you be."

"I have nae ill will till her, she's an active jaed as ever I seed, and I'll warrant has the use 'o her feet as well as her hans, and o' her wits likewise, yon comely heed piece o' hers does nae want for harns Ise' be bun, but that maks her a' the mare to be dreeded. I wad be sorry to see a lad I hae kent a' his life fa' into the hans o a' furineerin Papisher like her, let alone playactin and thievin, but let every man pickle in his ane pat for me, if Sir Hairry is pleased to mak a fule o'himsel, its nae business o' mine—he that will to Cupar maun to Cupar—But what's come o' the bit steamer noo?" said Wull thinking it was time to change the subject, as he had said more than was perhaps quite prudent, "Faith she's clean out o' sicht, I'll gang and report this to the mate as I was bidden."

It was now past 10h. p.m. and Maxwell feeling somewhat tired after the excitement of the day, went below, turned in and was soon sound asleep, Sir H remained on deck until the second watch should be called so that he might hold a council of war with Drew and Dawson about their future proceedings.

(To be continued.)

LOG OF A VOYAGE DOWN THE NILE FROM THE SECOND CATARACT TO CAIRO.*

WADDY HALFEH TO MOHATTA.

JANUARY 5th.—This is again a cold morning, nothing tropical about it, thermometer 53° in open air at breakfast time: We had service on board the *Canopus* at 11h. a.m. In the afternoon we were surprised to see her start to go down the river again as we thought they had arranged to remain till Monday and accompany us in our descent. We are indeed quite ready to start now but for the want of our dragoman and our friend T. The *Fortunata* had been dismantled, her main yard being lowered on deck, and the paltry mizen hoisted in its stead on the mainmast in case a sail should be wanted. We must depend now chiefly on our oars aided by the current to take us down against the yet prevailing north wind. Miserable place as Waddy Halfeh is now, it is likely soon to be of much more importance, as the Khedive is about to construct a railway from here through the Desert to the Soudan, a very rich country lying beyond the Fifth Cataract. At present goods for there are disembarked at Korasho and sent by caravan to Aboo Hamed where the navigation of the river begins again, though it must be imperfect as it is still below the Fifth Cataract.

6th.—When mid-day approached without any tidings of T. and Abrams we began to feel anxious. However we had not long to wait, S. and I were sitting on the river bank seeking shelter from the too ardent sun under a lofty palm tree, when we detected two black objects not much larger than flies rapidly moving over the desert on the other side of the river. It was yet a good hour ere they reached the embarking place, so clear is the atmosphere here that even small objects seem quite near while still miles away. The travellers were no sooner observed than we loosed from the bank, and were floating sideways down the stream on our return voyage sorry to turn our backs on the genial south. T. returned very tired and very dirty not having had a wash since he left. He had found the temple of Semneh a mere swindle and the ride through the desert tiresome and monotonous. T's legs being encased in stout leather leggins which had seen the death of many a brace of grouse, were all sound, but those of Abrams which having no such protection were fearfully chafed by the rough hair of the camel he rode.

The descent of the river is not nearly so pleasant as the ascent. To day a fine northerly breeze was blowing which made quite a commotion in the river, and the movement in the boat coming sideways against

* Continued from page 30.

this without sails to steady her was anything but pleasant. When about an hour from Waddy Halfeh we met two dahabeeah's coming up. The first a large handsome boat with two ladies and a gentleman on deck, who having a gun in his hand as he passed returned our salute most promptly. The second a small boat, with no "Howaga" (literally pedlar) as the Arabs call Europeans visible, and which took no notice of our gun, even to the extent of dipping its flag. We set this ill-breeding down as resulting from the fact that this boat was probably the kitchen of the first one—a luxury some wealthy Nile voyagers indulge in. A year or two since Captain L. astonished the dragomen of Cairo by hiring four boats, one for self and wife, a second for cooking and servants, a third for a portion of the crew of his yacht, (which he had left at Alexandria) and a fourth for donkeys and their attendants. The yachtsmen he employed in pulling a fine English gig he had with him.

'Ere making much further progress we found the *Fortunata* too much by the stern owing to the removal of the heavy yard and sail from the mainmast, we therefore came to and took in a lot of stones as ballast, which greatly improved the trim of the boat. At 2h. a.m. we were opposite the entrance of the smaller temple of Aboo Simbel.

7th.—Visited the temples before breakfast, but notwithstanding the fact of their being cut into the living rock and thus one would imagine well sheltered from the sun's rays, the heat was extremely great. This probably arose from the radiation from the sand lying about the entrances and the want of any fresh current of air in the interior. We found the crew all asleep in the smaller one apparently enjoying the oven-like temperature. T. made a very good sketch of the exterior of the larger temple, and the colossal figures of Rameses each without counting the base 66 feet high which guards its portals. The interior is a splendid hall with a lofty roof supported by two long lines of columns with heads of Osiris for capitals, and an Adytum or sacred shrine at the extremity. How it could have been all cut from the solid rock without gunpowder, nitro glycerine, or some such explosive material baffles the imagination to fathom. It is not even excepting the Pyramids the greatest wonder we have yet seen in the valley of the Nile. Loth to leave so much worth seeing as the large temple contains, for its walls are rich with inscriptions fresh as the day they were cut and no doubt interesting if one could only interpret the hieroglyphics, we tried the interior again later in the day, but the heat was suffocating, and we finally bade the solitary spot (for there is no human habitation within miles of it) a final adieu. There being no wind rapidly left it astern and paddled down the river to Derr the Capital of Nubia during the night.

8th.—Rose early and with T. and the dragoman walked to Derr about a couple of miles off. The Nubians are a handsome race, the women in point of figure surpassed by none I have anywhere seen, straight, well rounded limbs, and handsome busts which the scant costume the unmarried girls wear,—a mere girdle of leather cut into narrow strips and tied round the waist,—of which curious garments I purchased a specimen, show to great advantage. Comely as they are, they are not pleasant to approach very closely, for they are so lavish in the use of castor oil, not as physic, but as a pomade, very frequently mixed with the Nile mud to give it consistency, that their odour is by no means of the sweetest. I therefore took care that the leathern kirtle I purchased was a new one, unpolluted by contact with rancid oil. The graceful nymph from whom I bought it would rather have palmed me off with one that had seen some service, but much as I admired her I had no wish to preserve such an odoriferous *souvenir* of her charms. Many of them wore on their well rounded wrists silver bracelets of native workmanship, some of very pretty patterns. After visiting the temple, which is much ruined and hardly worth a visit, we tried to regain the boat which we learned had passed down the river, but after walking till quite exhausted I struck work and would go no further and insisted that Abram's must either bring back the boat or get me a donkey. The result was that T. and I had to wait for several hours on the river banks while Abrams tried to overtake the boat. At length the Nubian pilot arrived with a donkey, and after a ride of several miles we reached the boat tired and hungry. Nearly opposite to Derr there is a very interesting temple called Amada which we were desirous of visiting, Abrams wished to avoid the delay, and this had no doubt been his object in pushing the boat on, for we found her a long way below the point where we ought to have crossed. Our bargain with the dragoman was that we should have the privilege of stopping wherever we wished on the downward voyage to the extent of twenty days or two hundred and forty hours of daylight in all to see places of interest. Not being very keen antiquarians we might very likely have allowed him to pass Amada if he had asked permission to do so. Now I was resolved not to let him off, so he had to cross the river to a point as near Amada as he could get for the current.

The only way to deal with a dragoman is to be firm, if you yield an inch he will take an ell. After all, in this instance he gave us a hot unpleasant walk through deep loose sand so fatiguing that S. could not make it out, but had to sit down under the shade of some Doum or Theban palm trees, T. and I with Vincenzo the dragoman's son, and

Hadjee Mahomet, our black Antinous walked on and up the steep hill on which Amada stands, and got to the temple very hot and breathless, but found it well worthy of a visit. It had been used by the native Christians who occupied this country before the Moslem conquest as a church, and to hide the heathen emblems on the walls they had covered them with mud and plaster. Much of this had been removed by modern explorers, and the hieroglyphics were now as bright in their brilliant blue, red, and green paint as if only finished yesterday. While waiting till T. finished a sketch, a jackall passed us on his way to the river. Vincenzo in his imperfect English pronounced him to be a crocodile, which excited our curiosity only to be disappointed. On our way back to the boat we passed many bushes of the *Mimosa Nilotrea* a prickly plant which exudes a white gummy substance which Vincenzo assured us was manna, and as from his father's name he must clearly be of Jewish origin he ought to know. We tasted it but found it very bad, though the Hadjee seemed to enjoy it.

We crossed the river to Korasho the chief port of the Upper Nile, but oddly enough not a boat was visible. Abrams in his haste to be back at Cairo was for passing the next temple, Sabooa, as he had done Amada, although our sandal had parted company at Ibreem (with our two cooks and Abdallah one of the sailors, he to visit his family and the other two to make an investment in the famous dates of that locality) and had not yet rejoined us. This was rather too much of the monkey, so he was ordered preremptorily to bring up at the left bank abreast of Sabooa.

9th.—Visited the temple of Sabooa before breakfast. It is not so interesting as Amada, but still must have been a place of some pretension as there are the remains of an avenue of sphinxes leading up to the Propylon but in a very dilapidated condition. The workmanship of the building and the hieroglyphics are poor, though it bears the name of Rameses the Second, the greatest builder of the Pharaohs. He must have been something like the King of Scots, David the First, who was so fond of founding churches and other religious establishments as to earn the *soubriquet* of "the Sair Saint for the Croon." Rameses covered Egypt with temples, and doubtless the royal revenue suffered both for their erection and the support of the attendant priests. T. of course would not leave without a sketch. Of late he has been using the Camera Lucida much, and finds it most useful for giving the chief points in the outline of buildings. It requires some practice to use it easily, but it is so portable it is well worth carrying with one.

We had a strong wind against us in going down all day, and the old

boat rocked so badly that T. took the opportunity of the sandal joining us to go ashore and walk the rest of the day. We had to come-to early through stress of weather, although we had given Abrams permission to go on all night. This afternoon there was a tremendous row between the reis and Abou Askar, one of the crew. They came to fisticuffs, and Abou being the more powerful man threw the reis once or twice. Disturbed by the noise we rushed out from the cabin where we were dining, we had to threaten them with the stick 'ere they would give up their fighting. Abrams told us he had discharged the reis for bad temper and other reasons. He is a mild respectable looking party, and on this occasion seemed certainly in the right as the other had refused to obey his orders to pull. Achmet our steersman is however our stand by. He is a fine handsome Arab, very clean in his person, his white robe apparently always fresh from the wash. He was much pleased with a picture T. made of him the other day, sensible no doubt of his own good looks, which men as well as women generally are glad to receive additional proofs of.

10th.—We started twice during the night, but had to come-to again, owing to the strong northerly wind still blowing. At daybreak we were a few miles above Dakke, landed before breakfast and found Miss W's. two boats there. On the shore was Mr. B. one of her party photographing a group of Nubian beauties. Late in the evening we landed again and visited the temple, it is a very interesting one and well worthy of a visit. The hieroglyphics are particularly good although chiefly executed under Ptolemaic princes; generally speaking the outer carvings as well as paintings in Egypt are very inferior to the older ones done in the times of the Pharaoh's, these are an exception. The outer temple had been used as a place of christian worship and is still lined with fresco paintings of saints. We met Miss W. a most pleasant ladylike person and some of her party in the ruins and accompanied them to the top, from which it appeared as if on the desert side, a beautiful blue lake stretched for miles inland. We had great difficulty in convincing ourselves that it was only the effect of mirage, and tore ourselves with difficulty away from the charming scene. The temperature at that high elevation was delightful and much warmer than on the river where the north wind as it always does after some duration blew chill and cold.

In a small chapel off the main temple were some of the best sculptured figures both of human beings and animals, particularly lions, we had seen in Egypt; T. took copies of some of them by damping sheets of coarse grey paper and carefully pressing it into the cuttings of the bas-reliefs.

'Ere we left they were sufficiently dry to remove, preserving a *fac simile* of the carving on the raised surface of the paper. Our industrious artist not content with this, also made a sketch of the ruins; in doing this he was joined by a clergyman who acts as chaplain to Miss W's party; we left her at Dakka, but 'ere we started she sent on board a bundle of *Galignani's Messengers*, which though somewhat old were most welcome reading, being the first newspaper we had seen since we left Cairo. The later ones Miss W. had given to the *Canopus* which had already passed down the river. How these newspapers had been forwarded to the middle of Nubia puzzles me. But Miss W. is reputed a millionaire, and money can do anything in Egypt.

While we were sitting on the top of the Propylon of the temple of Dakke enjoying the delightful temperature and admiring the effects of the mirage, we were joined by two ladies and a gentleman, who turned out to be Mr. L. a Liverpool merchant, his wife and sister-in-law; the occupants of the large boat we met shortly after leaving Waddy Halfeh. This addition made up with Miss W. and her friend a party of well nigh a dozen wandering Britishers, met by accident on the top of an old ruin in the wilds of Africa. We had a strong head wind against us all day, and only made Gerf Hosseyn late at night.

11th.—Got up early to see the temple here. On landing found I had a good way to walk, as the ruins are at some distance from, and considerably elevated above the river. Notwithstanding the early hour I found Miss W's chaplain, a young lady of her party and our own indefatigable artist, all busy as bees sketching the portico outside the temple. It is itself cut into the solid rock, the grand hall has on either side a range of Osiride columns very large though but badly executed. Miss W. herself arrived shortly afterwards, and we went over the temple with her a second time. In the afternoon dropped down to Dendour which is just under the tropic of Cancer. Went ashore to visit it in the small boat with S. Our artist having gone ashore sometime before, and walking faster than the *Fortunata* was rowed, thus secured time to add another to his portfolio of Egyptian sketches now becoming pretty well filled. To-day we met a beautiful boat carrying a white ensign she was quite unlike any dahabeeah we had yet seen on the Nile, her hull was painted black, while her cabins were pure white. She had a bow, sheer and counter, like a yacht and was rigged a fore-and-aft schooner, as she carried her snowy sails winged in coming up before the freshening breeze, she looked like a graceful sea bird from the cliffs of Froula or the Fair Isle. We were told she was the private property of Mr. H. T. an eminent Scotch merchant of Alexandria. We met also

an ordinary dahabeeah carrying the usual red flag and having four gentlemen on board, bound upwards.

12th.—Next to Aboo Simbell, Kalabsheh is by much the most remarkable place in Nubia. The ruin of the chief temple is close by the river side and is a perfect quarry of stones, many of them of Cyclopean dimensions. How they ever came to be thrown into the state of confusion they now are now without the aid of gunpowder or some other explosive material is indeed a marvel. And yet it is a marvel of no very long standing for the temple was only built in the days of Augustus, and is among the latest we have yet seen. What remains standing is so massive and so fresh looking just as if finished by the builders, that very great violence must have been used and much ill-spent labour undergone to make a quarry of the ruined part. It is a most laborious business walking through this part of it owing to the huge blocks of stone piled on each in dire confusion which you have to cross at every step, as two sisters whom we met scrambling through the middle of it seemed to find. Plucky ladies however they must be, for they are the occupants of the little dahabeeah, we took for Mr. S's. kitchen, when we met them on their way up, they are without escort unless an exceedingly ill favoured nigger whom they have as a dragoman can be called one. He from all we could learn had been more bother than aid to them. There is behind the larger temple and higher up the bank an older edifice if such a term can be applied to what is cut into the face of a rock. While examining the entrance to this temple which has some most interesting bas reliefs of battles on either side representing Ramses the Great's victories over the Ethiopians, Miss W. and her dragoman, a Mussulman, but a very great swell indeed who boasts himself to be *par excellence* the premier dragoman of Egypt, came up and we went over the temple together. In the forenoon we had service on board the larger of Miss W's. two boats, and had an excellent sermon from the clergyman who accompanied her on the history of Abram, not our dragoman, but the father of the faithful.

'Ere we left Kalabsheh a nondescript looking boat arrived, too shabby for a dahabeeah and yet too smart for an ordinary native trading boat; from it landed a pair whom we at first took to be a newly married couple. The lady who was handsome and very smartly dressed, was somewhat the senior of the gentleman, a stalwart young man of some five-and-twenty summers, but the disparity was by no means very marked. However we soon learned that the relative positions of the two was mother and son, and that the boat was that in which Buckle had ascended the river from Mohatta and, which was now on its second trip up for the season.

Shortly after leaving Kalabsheh we passed a bab or gate where the river became extremely narrow, it is much dreaded by the Nile sailors who call it "the Black Gate of Kalabsheh," and they never attempted to pass it after dark. Without stopping the *Fortunata*, the temples of Tafa were visited by landing in the sandal, they are of the Roman period and though extensive not of much interest. Before nightfall we passed the ruins of Girtassé but did not land; the scenery of the river which had for a long way been very bold and picturesque, after Tafa becomes monotonous and tame.

13th. — On awaking this morning found the dahabeeah had reached Mohatta, and that the *Canopus* was lying close ahead of us. Before I could get on deck, she got under weigh and went down the Cataract, I regretted I did not see her performance, as it is a very risky job, and it will be our turn next. On learning from the dragoman that as some repairs had to be done to the boat we could not go down to-day, T. and I walked up the river till opposite Philæ. Here however, we were met by the difficulty of having no small boat to ferry us across. Two dahabeeahs were lying at the island, and at length the sandal of the smaller of these came over to our assistance, it turned out to be that of the plucky ladies with the nigger dragoman. The other boat was that of Mr. W. whom we met with his wife and sister-in-law and Mr. C. of the *Canopus* in the larger temple. On visiting the Ptolemaic temple commonly called Pharaoh's bed, we found on a large block of stone, raised to a convenient height above the floor of the temple, possibly an old altar a most tempting luncheon table spread, comprising cold and potted meats of all sorts, *paté de foie gras* and many other luxuries, this had been the handywork of Mr. W's. dragoman, and we were all invited hospitably to partake. After a very jolly repast, we were ferried across in the sandal of Mr. W's. boat and walked back to Mohatta where we found the *Fortunata* had been hauled up and the leaky places caulked during our absence. Abrams declared there was but little to repair. The two dahabeeahs we had found at Philæ joined us in the evening.

(To be continued).

LIFE-BOAT WORK IN 1871.

DURING the past year the life-boats of the National Life-boat Institution rescued the following shipwrecked crews on the coasts of the British Isles:— Brig *Morning Star*, of Dublin, 6 lives saved; schooner *Oxalis*, of Macduff 4; smack *Lark*, of Wexford, 2; barque *Sea of Montrose*, assisted to save

vessel; schooner Handy, of Wexford, 5; brig Flora, of Poole, 6; brigantine Lady Huntley, of Maryport, 4; brigantine Cornhill, of Dungarvan, 8; barque Mexican, of St. John's, N.B., rendered assistance; brig Elizabeth and Ciceley, of Guernsey, 8; galliot Friendship, of Goole, 3; barque Paquita, of Santander, assisted to save vessel and crew, 16; ship Maria, of Dunedin, 19; brig Sarah, of Sunderland, 6; Austrian brig Sori, assisted to save vessel; brigantine Margaret, of Lancaster, 25; Danish schooner Dania, 5; screw-steamer Alexandra, of London, 23; barque Martha, of Arendal, Norway, 15; barque Richard and Harriet, 7; barque Teviotdale of North Shields, remained by vessel; brig British Queen, of London, 7; brig Valiant, of Jersey, 7; barque Launceston, of Shields, 14; schooner St. Fergus, of Aberystwith, remained by vessel; barque Arctic Hero, of Goole, 1; schooner Stranger, of Newfoundland, 3; brigantine Queen, of Youghal, 6; schooner Mary, of North Shields, 4; brig Thessalia, of Whitby, 9; barge Friends Increase, of London, 4; ship River Nith, of Liverpool, rendered assistance; brigantine Echo, of Maldon, 6; brig Windsor, of Lynn, 6; schooners Halswell, of Bridgwater, and J. W. A., of Newquay, 10; lugger Echo of Lowestoft, saved vessel; barque Jane Kilgour, of London, 13; schooner William, of Liverpool, saved vessel and crew, 3; schooner Francis, of Cardigan, saved vessel and crew, 4; schooner Albion, of Beaumaris, saved vessel and crew, 3; brigantine Pomona, of Dundalk, saved vessel and crew, 5; brigantine William, of Londonderry, 5; ketch Equestrian, of Port Gordon, saved vessel and crew, 4; brigantine Isabella Heron, of Blyth, saved vessel and crew, 6; dredging barge of Howth, 4; schooner Lucie Antoinette, of Nantes, 5; schooner Ann Mitchell, of Newquay, 5; schooner Eliza, of Pwllheli, rendered assistance; schooner Carnsew, of Hayle, 4; barque Idun, of Bergen, Norway, 16; schooner Cynthia, of Montrose, 2; a man overtaken by the tide at Fleetwood, 1; brig St. Thomas's Packet, of Blyth, assisted to save vessel and crew, 6; brig Trioner, of Arendal, Norway, 9; smack Vale of Conway, of Beaumaris, 3; seven fishing cobles, of Newbiggen, assisted to save vessels; pack boat, of Lynmouth, 1; schooner Eleanor, of Newquay, assisted to save vessel and crew, 4; schooner Mersey, of Liverpool, 4; yacht Hattie, of Cromer, 3; brig Hope, of Portsmouth, remained by vessel; brigantine Jane, of Barmouth, 5; brigantine Roscius, of Belfast, saved vessel; schooner Rapid, of Preston, saved vessel and crew, 2; schooner Intrepid, of Liverpool; rendered assistance; schooner Ann, of Inverness, 6; barque Times, of Liverpool, 17; brigantine Zoe, of Dundalk, remained by vessel; two fishing boats, belonging respectively to the Isle of Skye and to Hopenman, North Britain, 11; schooner Angora, of Bangor, assisted to save vessel and crew, 7; brigantine Cyrus, of Rye, 9; fishing cobles Temperance Star, Margaret, and 6 Hs. assisted vessels; barque Three sisters of Genoa, 6; schooner Courier, of Lerwick, rendered assistance; schooner Dispatch, of Whitby, 3; schooner Major, of Lynn, 4; brig Regina, of London, 7; brig Orb, of Whitby, saved vessel and crew, 7; sloop Trafalgar, of Cley, saved vessel and crew, 2; four fishing cobles, of Scarborough, assisted vessels; schooner Pausilippo, of Ramsey, 3; steamer Kingsbridge Packet, rendered

assistance ; brigantine, Norval, of Seaham, assisted to save vessel and crew, 7 ; schooner Adelaide, of Malahide, 5 ; brig Jeune Colombe, of St. Malo, 7 ; schooner Jubilee, of Preston, 4 ; schooner Confidence, of Aberystwith, 2 ; smack, Demitian Lass, of the Isle of Skye, 4 ; barque, Albion, of Rostock, 10 ; screw steamer Benjamin Whitworth, of Middlesborough, remained by vessel ; brig Osborne, of Hartlepool, 8 ; screw steamer Pierre Désirée, of St. Valerie, saved vessel and crew, 4 ; barque Cassandra, of Liverpool, 21 ; brigantine Nigretta, of New York, 7 ; barque Storm, of Cardiff, remained by vessel ; brig Typhon, of Ivedestrand, Norway, saved vessel and crew, 8 ; six fishing cobles, of Whitby, 18 ; brig Azela, of Blyth, assisted to save vessel and crew, 8 ; schooner Samuel and Ann, of Great Yarmouth, 4, dandy Musselburgh, of Lowestoft. 11 ; barque Albert, of Bremen, 21 ; barque Robina, of North Shields, 17 ; barque India, of Shields, 16 ; schooner Rose, of Ipswich, saved vessel and crew, 4 ; schooner R. B., of Bayonne ; 7 ; smack Charles Philip, assisted to save a vessel and crew, 3 ; Greek brig Calamidas, 11 ; brig Champion, of Shoreham, saved vessel and crew, 8 ; and brig Wanderer, of Maryport, 10. This long list makes a total of 658 lives rescued by the life-boats of the Institution from the above-named disasters, in addition to 31 vessels saved from destruction.

During the same period the Life-boat Institution granted rewards for saving 230 lives by fishing and other boats, making a grand total of 888 lives saved last year mainly through its instrumentality. Altogether the Institution has contributed from its formation to the saving of 20,752 shipwrecked persons, for which services 915 gold and silver medals and £36,673 in money have been given as rewards. When we remember that nearly every life saved by life-boats has been rescued under perilous circumstances, the crews often incurring much risk and exposure throughout stormy days and nights, it is gratifying to know that not a single life has been lost from the life-boats of the Institution during the past three years, in which period they have been manned on all occasions, including quarterly exercise, by upwards of 30,000 persons. It is also a remarkable fact that during the past 20 years the Institution has not lost from all causes more than 22 persons from its own life-boats. We might make an interesting narrative of nearly every one of these brief accounts of noble rescue, but our purpose as an illustration of the character of these services will be answered by an allusion to the services of the Ramsgate and Broadstairs life-boats to the barque Idun, of Bergen, which was going to pieces on the Goodwin Sands on the 28th of March last. After reaching the wreck and taking from her fourteen men, together with the son and daughter of the captain, the boats themselves grounded on the sands, and the boiling surf broke over them. They had to drift to leeward for three hours in order to save themselves ; but at last they got the aid of the harbour tug, by which they were taken in tow and saved. Such deeds are quite as gallant as the most brilliant exploits of warfare, and the time will assuredly come when they, and those who have promoted their accomplishment, will occupy an incomparably higher place in the estimation of mankind.

Editor's Locker.

ON THE COST OF FITTING OUT A YACHT.

SIR,—Your correspondent "A beginner" does not put a very clear case before your readers, but if no one else has answered his questions I will endeavour to give him as much information as lies in my power. In the first place I should say that a captain, steward and four men would *not* be "sufficient hands for a seventy ton schooner", for you could only count upon two hands on a watch which would manifestly be insufficient for a vessel of even much smaller tonnage. You can never calculate on the captain forming one of a watch, for in the event of bad weather for any length of time near the land the captain might have to be on deck for so many consecutive hours as to be fairly worn out at last and obliged to go below, when two hands could never manage the vessel, unless you let go the "Dutchman's anchor" and all turned in; an easy going but somewhat dangerous proceeding.

For anything like comfort, a beginner especially, should ship two more hands, but they might be strong lads of about seventeen or eighteen years of age; these two last should be got for sixteen or seventeen shillings per week while your four other hands would be able seamen and expect twenty or twenty-one shillings, of course finding themselves. With regard to the wages of the captain they so entirely depend upon the class of man that "a beginner" would like to employ that it would be impossible to answer the question with any degree of accuracy, but to speak generally they would be from thirty-five to fifty-five shillings per week, and for a vessel of that size anything like a decent man would expect to be kept all the year round, which of course the crew would not look for.

In the next place with regard to "the cost of fitting out such a schooner" I am almost afraid that I shall disappoint "a beginner" by entering upon it at all, as it must depend so very much upon such a variety of circumstances what the fitting out of a vessel costs, that it is almost impossible, without further information to come to anything like a right conclusion. Much depends upon locality, as material, and more particularly, wages, are higher at one place than another; much also depends upon who is employed to fit out a vessel, and the manner in which the owner wishes to have everything done. If one of our best yacht builders are employed the owner must expect to pay a high price, as it cannot be expected that talent, capital, and the best of everything can be put in its place at the same price that your rule of thumb party, without any capital and with inferior articles can put them in for; thus "a beginner" will at once see that the expenses he will be put to in fitting out his schooner must depend very much on locality and the style he wishes to see his vessel turned out.

Supposing however that your correspondent takes a middle course and wishes to fit his vessel out plainly but well, and as a cruising craft, I should

suppose that he could put spars, rigging, or sails on his schooner for from £8 to £9 per ton. Then comes the question of ballast, as though "a beginner" does not actually name the important item still he implies a wish that he should be informed on this point; ballast is a very expensive item, and now that iron has very much risen it is a more expensive item than formerly, but even now I should suppose that casting may be had in iron for £8 per ton, while lead will cost the owner some £22 per ton, but like all other matters connected with labour and material much will depend upon locality; still the figures I have named are not far off the mark I venture to think. But in yachting, more perhaps than anything else "a beginner" must make up his mind to buy his experience.

Yours faithfully,

A YACHTSMAN, who wishes *he* was "a beginner."

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Thames Yacht Club.—The monthly meeting of this club took place Wednesday, January 8rd, at the club house, Albemarle Street. Amongst the several candidates who were elected were the following yacht owners:—Baron Meyer A. de Rothschild, M.P., Zarina, schooner, 210 tons, and Andrew Wardrop Esq., Geraldine schooner, 30 tons. Mr. Ashbury's offer of an oil painting representing the Cambria winning the Atlantic yacht race against the Dauntless, and also of a photograph of the first two vessels entering the Suez Canal flying the R.T.Y.C. colours, has been accepted at a meeting of the club with the thanks of the committee.

Royal London Yacht Club.—The monthly meeting and annual election of officers for the ensuing year was held on Monday, Jan. 15th, at the Westminster Palace Hotel. The minutes of the previous meeting having been read and confirmed, and several new members elected. J. Ashbury, Esq., was elected to the office of commodore, (vacant by the retirement of Thos. Broadwood, Esq.,) by acclamation. Thos. Brassay, Esq., M.P., was elected Vice-commodore; G. W. Charlwood, Esq., was re-elected rear-commodore; G. C. Eagle, Esq., as treasurer; Mr. Under-Sheriff Crossley, cup-bearer; O. D. Osborne, and T. Oriel, Esqrs. auditors; T. Gregory, Esq., secretary; J. F. Delany, J. W. Ridgway, and W. H. Ridgway, Esqrs., measurers.

New Thames Yacht Club.—The monthly meeting of this club was held on Thursday evening, Jan. 11th, at its club house, the commodore in the chair. The previous minutes were confirmed, Lieut.-col. Lloyd, Day Dream, yawl; S. Streatfield, Esq., Santry, cutter; T. W. Weeding, Cygnet, cutter; and F. Moore, Esq. were elected members. R. S. Wilkinson, Esq., the treasurer, brought forward the balance sheet for the past year, showing a vast increase of members, considerable addition in the value of prizes, and a clear balance in favour of the club of £687 5s. 4d. On the motion of the treasurer it was resolved that the secretary should have power to transfer members' yachts on more than usually advantageous terms to those interested in the sale or purchase.

The Late G. H. Ackers, Esq.

WE HAVE, with much regret, to record the somewhat sudden death at the latter end of last month of one of the old stamp of yachtsmen whose place will not easily be filled, and whose loss we ourselves have every reason to deplore. Mr. Ackers was better known to the yachting world at a time when vessels of any size were easily counted, and when the old *Brilliant* with her three masts and man-of-war discipline carried the flag of the Royal Victoria; in those days Mr. Ackers was a very prominent yachtsman and his liberality, in all things likely to promote the well being of the sport he was so much attached to, a proverb; few are aware that it was at Mr. Ackers's suggestion that this *Magazine* was first started, and that the copyright of his book of signals was given to the late Mr. Hunt to whom he always proved a staunch friend and supporter. Mr. Ackers some ten years ago resigned the commodoreship of the Royal Victoria and since then has ceased to concern himself publicly in yachting matters, but in a private way he took as keen and lively an interest as ever, and his magnificent steamer the *Brilliant* of 420 tons which he built in 1864 will long remain a monument of his talent and enterprise.

ELECTRIC BELLS FOR YACHTS.—Hitherto a great difficulty has been experienced with regard to a thoroughly good system of communication between the main cabins and the stewards, or the sailors in the forecabin of the yacht, &c. The old system of bell hanging has justly been condemned owing to its so frequently getting out of order. At length however this difficulty seems to have been conquered. We recently saw a very great improvement in bells for yachts which has been introduced by Messrs F. Russell & Co., of 2, Talbot Court, Gracechurch Street, and Woodfield Road, Harrow Road. We do not mean to say that the system has been invented by them, but we must in justice say that they have made great improvements by special adaptations of the Electric Bell system for the purposes above mentioned. The improvements are very evident as regards the batteries employed in generating the current necessary to ring these bells. These batteries are now constructed in such a manner as not to require the slightest attention throughout an entire season and we are informed that one hour's work when fitting out is sufficient to set them going until the vessel is laid up. On enquiry we find that the cost of fixing these bells in large yachts is less than that of ordinary ones but in small craft about the same, and the expense of repairs spread over a period will give the balance altogether in favour of the electric arrangement. The system bids fair to succeed and we think that we have only to call the attention of builders and owners to ensure it the trial it so well deserves. In a future number we hope to give a description of the *modus operandi* of these bells.

HUNT'S YACHTING MAGAZINE.

MARCH, 1872.

ON ORGANISATION IN RACING MATTERS.

WE reprint from "*Land and Water*" a letter written by an old and experienced yachtsman, whose "*nom de guerre*" we think we recognise, on one or two subjects which will doubtless be read by all yachting men with much interest, and still more so by those who take an active part at our various regattas.

The first subject touched upon by "Sky Blue with Black Cross" is that of measurement, and he asks whether the present system of measurement "*fairly represents the tonnage of a vessel,*" and then "*whether it is desirable to alter it.*" Now with regard to the first of these two questions we are strongly of opinion that our present system of measurement does not represent the *tonnage of a vessel* nor can we understand how any one conversant with figures and measurement can say that it does. The real fact is that the only way fairly to measure a vessel with the view of finding out her tonnage would be to measure her like a box, take the length, the breadth, and the depth and find out her cubic contents, by these means you would really get at her tonnage, but whether or not this plan would be a desirable one to adopt is another question, for though power is a

vast element at sea, particularly in small vessels, it is a matter for consideration whether the penalty that power would have to pay in the shape of time, when competing with a shallower vessel, would not be too much and drive our fine roomy craft out of the field; so that it is very doubtful whether it is desirable to "change our present system of measurement" a system which cannot be so very bad or it would certainly have long since been altered after all that has been written about it. It simply comes to this should we instead of multiplying by half the beam of a yacht multiply it by her depth—we doubt it.

The correspondent of "*Land and Water*" then points out what is certainly a great blot in our racing arrangements, and that is the want of system in carrying out the principles of measurement that we have adopted in a proper manner, and proposes to have a paid measurer in some of our chief ports. No doubt this would be a move in the right direction, as things now are, but then there would still be differences in the size of some of our yachts at different regattas, for the Thames rule is not as a rule adhered to in all its particulars, and this is after all the real grievance that yachtsmen have to complain of. But given this rule, pure and simple, with the way in which the Royal Mersey carry it out, and let all yacht clubs act in the same way, and we should have one measurement without being obliged to go to paid measurers. The fault is very much in a want of proper system and management with the different yacht clubs, and we actually know of one sporting club which for years had no fixed person to measure their yachts which were entered according to the idea of their different owners and it was left to the unpleasant resource of a protest to ascertain a vessels proper tonnage.

The two next subjects referred to by "Sky Blue with black Cross" are deserving of the greatest attention, and it is to be hoped that the various committees arranging these matters will give them due consideration. The first is in reference to what is and what is not, "sea going trim," and the most clear and stringent rules on this point should be at once drawn out in order that one vessel should not gain any advantage over another with a more scrupulous owner. The next about the mixing of the various rigs, as is now generally adopted at our clubs and which has arisen from a desire to give yawls and schooners a chance with our cutters, but which has not proved very successful, is a subject equally deserving consideration at the hands

of the committees, as the system of handicapping now in vogue is we think a very bad one and likely to lead to abuses and to injure yacht racing very considerably. If the system of handicapping was required to show how far the yawl could or could not compete with the cutter we think the system has been in vogue long enough, and from henceforth schooners should compete with schooners, yawls with yawls, and cutters with cutters. All we hope is that the letter "On Organization in Racing matters" will be read by all committee men and lead to some good result :—

"SIR :—I have long been intending to inflict a letter on your readers, and luckily for them I have put it off from day to day—not for want of matter, or out of consideration for them, but chiefly in consequence of the present state of feeling in England, which is shared equally by myself, thrusting all other thoughts into the background, and partly in the hope that some one else more exercised at wielding the pen would write to you on the subjects which, with your permission, I will touch upon. By all accounts, this year promises to be a great racing year, for one hears of many new clippers building and old ones' coming out in an improved form. There is no doubt that yacht-racing is very much on the increase, both with regard to the number of vessels and tonnage. By *Hunt's Resume* of December, 1871, we see that there were no less than 226 yachts, mostly professional racers, that raced for 300 first, second, and third prizes, the nominal value of which was about £6646, not including all the cups. Of these 226 vessels the greater part were cutters, there being only about fifteen yawls and about twenty-three schooners. According to *Hunt's List* of 1871 there are 2160 yachts, employing several thousand seamen, and giving occupation to many thousands of the working classes and to hundreds of manufacturers and tradesmen in every branch of commerce. Yachting, then, and yacht-racing especially, is of some importance from a national point of view, and is deserving of more notice and interest on the part of the public than it obtains, and of better organisation on the part of those whom it concerns. It is chiefly, however, to yacht-racing that I refer. Racing is the life and soul of everything, and is only another word for competition, without which the whole world would be at a standstill. Of all British sports yacht-racing may fairly claim to be the noblest, finest, healthiest, the most scientific, the one requiring the most energy, nerve, foresight, pluck, and most of the other qualities of the mind and body, and still it is of all the least popular, the least known, and the worst organised. If we did not sufficiently appreciate it before, this last year, at any rate, must have taught us the value of good organisation. As Moltke did not wait until the war broke out to make his plans, neither should we let the yachting season commence and us unprepared, but endeavour to make such improvements in our racing laws and general organisation as we know by experience are required. Let us examine the present state of affairs. For instance, does the present system of measurement

fairly represent the tonnage of a vessel? Is it desirable to alter it? A great deal has been written on this subject, but as yet without any definite result. On the whole, however, one may perhaps arrive at this conclusion, that the system is faulty, and does not fairly represent the real capacity of a vessel, inasmuch as too little regard is taken to depth (by which American vessels are practically excluded from taking part in our matches), and also as tending to induce builders to construct vessels too narrow and too deep, and requiring too much and too expensive sort of ballast. It would appear fairer, instead of taking the beam and half the beam, to take the beam and then the real draught of water. This would make all our yachts measure larger, but would more fairly represent their sizes, for few if any racers are not deeper than half their beam, except, perhaps the Alarm. By adopting this slight alteration, American yachts might be induced to enter in our matches, which would greatly contribute to the sport, and probably be the means of introducing great improvements in our models; for there is no doubt but what our builders have gone to the very extreme in the way of length and depth, not from choice, but in order to produce the largest and most powerful vessel of a given tonnage.

"Let us suppose the theoretical system of measurement to have been satisfactorily settled one way or the other, there remains still the difficulty of its practical execution. What is the practice that obtains now? Most of the clubs have adopted the R.T.Y.C. mode of measurement, by which one would naturally suppose that, measured by the same rule, a given vessel would measure the same size at all clubs, where the R.T.Y.C. system prevailed.

"Deception! nothing of the sort. Take for instance the case of the Metropolitan clubs; in spite of the same rule, vessels, especially schooners, measure differently by several tons in two out of the three clubs. How comes it that one vessel measures sometimes 59 at others 60 tons, another 39 or 40 tons, another again 34 or 35, still another 152 or 142, and so on until the end of the chapter. There must evidently be something fundamentally wrong here. Who could say beforehand for certain what the tonnage of any yacht was going to be, or what time allowance she would have to give or receive? This state of things evidently requires alteration. The remedy has often been urged, and is, I understand, approved of by those it most concerns, namely, the owners of racing craft, but it has not yet been adopted, like so many other improvements, for want of that unanimity and solidarity between the clubs, without which no general reforms can take place. The remedy I spoke of is in the appointment by all the clubs of salaried professional measurers, whose certificate of measurement alone should be considered valid for racing purposes. If the clubs would agree on this point, nothing would be easier than to fix upon certain persons qualified by their technical knowledge and good reputation, and empower them to measure all racing vessels according to a general system, the details and execution of which they would carry out according to a fixed and determined method. If this agreement amongst the clubs could be brought about

this spring, there would be plenty of time for all racing vessels to be measured. Taking roughly the number of racers at 230, and the minimum tax at one guinea, the maximum at four guineas—say about two guineas as an average—would make a total of £483 to be earned by the three measurers in proportion to the number of yachts measured by each. As, however, after the first year, when all now existing racers would have been measured, and there would be but little to do for them except to measure a few new or altered yachts, it would be necessary that all clubs should unite to pay them a small yearly salary amounting on the whole to about £150. Three or four measurers ought to suffice for Great Britain and Ireland—viz., one or two for England, one for Scotland, and one for Ireland, the fewer the better. Whilst the vessels are still on the mud or fitting out is the best time to measure, as in one day a good deal of work could be got through. I will not say more on this subject for fear of tiring your readers, as the details could be easily arranged, when once the clubs had accepted the principles.

“Among other things racing men consider desirable are the following—a general rule defining clearly what is to be understood by sea-going trim for channel and ocean matches.

“Last year, in the first ocean match of the season, the question was raised (and not without reason), whether the vessel to which the second prize was awarded was entitled to it. Every one knows that boats on deck are a nuisance and a hindrance, and consequently there exists a rule in most clubs regulating the size of the one boat which must, for safety's sake, be carried. In the case of ocean and channel matches, however, the rule is very vague, being usually “In cruising trim, to the satisfaction of the committee.” Now this is anything but clear, for what may satisfy one committee would not satisfy, perhaps, another. Admitting, however, that committees were all of one mind, in nine cases out of ten it is impossible for them to come on board at the start on account of the early hour, the occasional roughness of the sea, and of the number of vessels; as to boarding them at the conclusion of the race, that is equally out of the question, and would, if done, lead to no satisfactory result. The only plan is to make a rule, to be adopted by all clubs for channel and ocean matches, which distinctly states in what condition vessels are to be with regard to their gear. It is manifestly unfair that some yachts should only carry their dingy, whilst others carry two or three boats. I should suggest that down to 30 tons all must carry two boats at least, dingy and cutter.

“To proceed. One of the greatest obstructions to good entries is the mistaken and antiquated rule prevalent still in some clubs, of “So many to start or no race.” In consequence of this rule it frequently happens that fast yachts coming from a distance, and having entered by letter or telegraph, find they have frightened away the competitors and have come for nothing, having perhaps done so at great inconvenience and loss to themselves. I maintain that if a prize is offered for a certain class of vessel, such vessel, if duly entered, must in all fairness be allowed to sail over the course with or without

competitors, for it is not in her power to procure competitors, and if she could it would only be a sham; and, on the other hand, until the last moment she cannot know whether there are competitors or not, and consequently she has already been put to the expense, trouble, and inconvenience of coming to the post, or at any rate of coming to the port.

"One word more, and I have done. Nearly all racing men, and certainly all professionals, agree that the mixing of rigs is most unsatisfactory for those engaged in the race. As a rule the day is either a cutter's or a schooner's day. In either case the cutter or the schooner has from beginning to end scarcely a shadow of chance, and is sailing *en pure perte*. It may be a pretty sight for the lookers-on to see cutters and schooners and yawls sailing together, and it might be still a prettier amusement for them if a few luggers, square-rigged vessels, barges, and lateens were added; but as far as the interest of racing is concerned, the mixing of rigs is simply fatal.

"Few, probably, will read these lines to the end; those few who do so require no further explanation, as they know all this as well, if not better, than I do. I earnestly beg them, however, not to let this season pass over without doing their utmost in the interest of that noble sport and science they love so ardently, and of which they are such distinguished patrons. I would humbly suggest that those who are in favour of promoting a meeting in order to discuss these and many other questions relative to yacht racing would kindly signify their intention in your paper.

"Excuse me, Mr. Editor, for having taken up so much of your valuable space; but your circular of last year, in which you kindly express the wish for yachting men to ventilate yachting subjects in your paper, has encouraged me to take advantage of your offer, and I only regret my inability to do more justice to my theme, and to the space I have occupied in your columns."

"SKY BLUE WITH A BLACK CROSS."

INTERCOMMUNICATION.

"Hoc opus, hoc studium parvi properemus et ampli
Si patriæ volumus, si nobis vivere cari."

Let one and all this work this art pursue
And earn their own esteem their country's too.

THERE is no good reason why any occupation should be less attractive because it is useful, or lose its interest in proportion as it affords us an opportunity of exercising the higher faculties of the mind. Sport, it is true, is generally understood to imply relaxation from labour, mental and physical, but it is often found that a change in the direction of our thoughts is a greater relief than idleness, and a new form of exertion more desirable than positive inactivity.

Children alone are disposed to look upon a toy or a game with suspicion, if it indirectly conveys a lesson, but it is utterly unworthy of men to reject everything which has a tendency to improvement, merely on the ground that the pursuit of pleasure requires, and implies, a complete abandonment of all thought, care and consideration! Unfortunately we are all children of larger growth, and too often, like them are prone to eliminate every grain of usefulness from the chaff, and pertinaciously resist any attempt to mingle the *utile* with the *dulci*.

Games seem to take hold of the public mind in the inverse ratio to the claims which they have upon any rational being, and the gambler who depends for success upon chance alone, has many more followers than the athlete, the athlete than the yachtsman. In proportion as it is more easy to derive excitement from the turn of a die or the colour of a card, than from the sport which requires training, activity, courage or endurance, and again, more natural to exercise the muscles and display the animal instincts than to bend the mind to any useful purpose, so the tendency is to prefer a stroke of luck or a successful trick, to a feat of dexterity, and the boldness of prompt and skilful handling to the best laid schemes of science. Thus we too often find, that persons who, in the hours of relaxation, make pleasure their sole aim, and they are of course the great majority, do all that lies in their power to lower any intellectual pursuit, in the first place to a level of a mere sport, and finally (by degrading it into a vehicle for betting), to contaminate it with all the disgraceful and dishonourable accompaniments which surround gambling in every shape and form. I think that facts bear me out in this assertion. For what manly sport can compete in the general interest it creates with the wide spread mania for risking money on events over which we can exercise no control, and backing horses which we never saw? And what pursuit, in which the functions of the mind come into play equals in popularity those which employ the animal powers, and are carried on by the aid of the natural instincts only, in which the savage and even the very animals we employ are superior to ourselves?

I fear that I must ask too, what sport however noble into which competition is once admitted, has not been degraded from its legitimate uses to such an extent that many of its supporters have been compelled to withdraw, and reluctantly abandon those pleasures

which they might otherwise have enjoyed with satisfaction to themselves and advantage to the world at large?

. Yachting it has been often said, is one of the few exceptions to the rule, and perhaps this is the case to some extent. The spirit of gambling does not as yet openly preside over its contests, or trickery alone determine its results. Many of its most enthusiastic supporters are daily striving to sustain its character, and I am myself very desirous, as far as I can, of lending a hand to prevent it from falling into popular errors, in proportion as it acquires, as I hope it may, popular support. In every sense it deserves a better fate than to lapse into a game of chance, or even to be tolerated as a healthy exercise and innocent recreation. In its very nature it combines in a remarkable degree, every opportunity for a display of bodily dexterity and mental energy, as well as of qualities of a still higher order, whilst in so far as it is calculated to encourage the study of Naval Architecture, and the practice of nautical skill, and to render naval matters generally interesting and familiar to the public, it has a still stronger claim on our regard.

As long as England's wealth, power and dignity depend upon her fleet so long will it be desirable that we should all have a fellow feeling with the Sailor and the Constructor, in their trials, their difficulties, and their triumphs, even if we cannot pretend to equal them, in all that concerns an arduous calling or a scientific and mysterious art. In fact, to make use of the motto, so wise in itself, and so happily selected for this Magazine "The security of the kingdom is increased by every man being more or less a sailor."

Now, let us ask ourselves, how far yachting, as at present conducted, realizes all the advantages which naturally belong to it? Do yachtsmen as a rule, make the most of their opportunities; or do they neglect them? I once remarked in the *Field* that yachting should be "*The cradle of invention and the chosen field of scientific experiment,*" and I do not think I overrated its capabilities of usefulness. How far then does it realize these advantages. Let two writers in the *Land and Water* answer this question for me. I think it will be admitted that their view of its character is in harmony with mine. And I fear I must confess that my opinion of its deficiencies is in accordance with theirs. "Sky Blue with a Black Cross" says, "Of all British sports yacht racing may fairly claim to be the noblest, finest, healthiest, the most

scientific, the one requiring the most energy, nerve, foresight, pluck, and most of the other qualities of the mind and body, and still it is of all, the least popular, the least known and the worst organised." And in the summary of the last season, the second writer after pronouncing it "enjoyable, but somewhat unsatisfactory" proceeds thus, "yachting and yacht racing have more purposes than this to fulfil and it is in having fallen short of achieving all it might and ought to achieve that it deserves the adverse criticism we bestow upon it. The recreation and excitement which are the immediate results of cruising and match sailing, when successfully carried out, are not the whole object and end of the true yachtsman. He hopes to attain something more, we will venture to say something better, something as pleasant as cruising, as interesting as the most keenly contested match, and yielding a far more lasting gratification than the possession of many cups. He seeks to develop the art of building vessels. This, we think, is the aspiration of all true yachtsmen, and this it is which gives an importance to the subject beyond its claims as a mere sport." Last year he proceeds to say, "there was no advance made which can be chronicled, not one useful fact established, not one sound brick added to the bridge which the hopeful expect to see, one day span the sea of doubt in which we soak; and what is even worse, not a single one of the rotten timbers, with which its foundations have been laid, has been removed."

Now this, though not a very encouraging view of things, is too true. With the exception of the Livonia and Esthonia, the only attempt at improvement if improvement it can be called, consists in adding a little more length, a little more lead, and thus securing the power of dragging along a few yards more canvas in vessels of the same nominal tonnage!! The energies which should have been employed in the endeavour to accommodate ourselves to the laws of nature, have, as it seems to me, been almost entirely absorbed in the attempt to evade the self imposed restrictions of man. We proceed too without thought or inquiry, adopt new systems without due consideration and revive old ones without stopping to ask if they have been found successful or not. Whilst we exaggerate our own style of build more and more, and shall probably continue to do so until dear bought experience proves that we are mistaken, and have made our

vessels too long and loaded them too heavily for comfort, safety, convenience or speed. Now can there be a grosser instance of unthinking *empiricism* than this?

The point must, of course soon be reached when, in small craft especially, the increased skin resistance will overbalance the advantages of length and motive power, yet we prefer to build a fleet of vessels to test a fact which a moment's consideration ought to lead us to anticipate.

A boat of three tons has twice as much outside, and spreads twice as much sail per ton as a vessel of twenty-four tons and a vessel of twenty-four, twice as much as one of 192, consequently the small boat has four times as much area of sail and four times as much skin resistance as the large vessel, supposing the models to be similar and everything to be increased in exact proportion. It is therefore evident that the same rule does not apply generally, and that boats, small vessels, and big ships, cannot be treated in the same way. This is one of the simple but important facts which so many yachtsmen overlook, and on which they might readily gain information if they would resort to the remedy I suggest. A fact like this may be passed over by an individual, and a system even may be ignorantly persevered in until it becomes a prevailing fashion, but some one will be sure to possess sufficient experience or scientific knowledge to detect the fallacy, and I urge upon the yachting world the value of INTERCOMMUNICATION in order that this knowledge may be rendered available.

In my opinion it is the best means, not only of preventing the loss and mortification consequent upon the rash experiments of the Tyro, but of adding materially to the stock of experimental knowledge which forms, or should form, the most reliable basis of our scientific teaching.

Now I have seldom met with any suggestions more to the point than are to be found in a letter from "H. H." which appeared in the January number of this *Magazine* 1871. His advice is that we should form a collection of facts as a foundation, utilise them by an intelligent system of intercommunication, and thus build up a superstructure which shall be in no danger of falling to the ground before it is complete in consequence of unsuspected weakness in some essential but untested, unconsidered point. He desires that our progress should be general and constant not partial and inter-

mitting, and he uses very forcible arguments in support of his views.

Few men, to my mind, have comprised more in a few words, at any rate, as "H. H." is a foreigner, I am disposed to give him the precedence, amongst those who have lately taken so much trouble to afford us useful counsel and advice. "H. H." begins at the beginning. If we cannot improve the vessels themselves, it will not be of much service to learn how to measure them or test them except in so far as doing so may re-act upon the system of construction. But "H. H." is by no means alone in the good work. The able remarks of "L. Y." "Sky Blue with a Black Cross," and "Beacon" in *Land and Water*, and of "Red, with White Maltese Cross," in this *Magazine* are proofs of the leaven of life and intelligence which exists amidst the mass, and nothing can show the supineness of yachting men generally more clearly than the fact that such stirring appeals to common sense principles meet with no sympathy and produce no effect. A sneer is too often the reward for volunteering a suggestion or making an inquiry, and no doubt many dread to meet such a reception, though I feel bound to remark that a very different tone has prevailed in *Land and Water*, where the numerous writers have been as remarkable for courtesy in the manner, as for ability and good sense in the matter of their correspondence. But after all there are worse things than off hand replies, silly objections, captious criticism, and impertinent rejoinders. Such instances of ignorance and bad taste can be corrected, and if need be reproved, but there is no dealing with silent indifference! Unfortunately "H. H." who from his position as a foreigner, as well as from the intrinsic value of his remarks, is so well deserving of courteous consideration, has appealed to "the English public who have (as he says) the practical good sense, the sense of association and perseverance, and are at the head of the manly sport of yachting" in vain! His estimate of the English character was too high it seems. Such sacrifices of time and such abnegation of self as are implied by his suggestion that "owners of celebrated yachts should give in the plans and take note of the alterations which they have made the ballast, rigging, model, sails &c., and what they have realised," are only to be found in very few instances. Any attempt to set about improving one another by the aid of our common experience would be sure to be limited in extent, temporary in duration, and

spasmodic in character. "H. H." will, I fear, have to lower his opinion of the energy of the Briton and learn that nothing less than a beating and a good unmistakeable beating too, is sufficient to rouse the noble but lethargic animal which represents his race, into action, and that, such is his confidence in himself and his contempt of others, that he rests secure in the belief that without preparation or provision of any kind, he shall always be found equal to the emergency whatever it may be !

Let "H.H." then no longer use the flattering voice of commendation, but stimulate him by reproaches for opportunities lost, and hint that whilst he is sleeping others are preparing diligently and intelligently for successful rivalry. It is surprising how much he will bear, if the chastisement is administered by a friendly hand, and, as "H.H." cannot be mistaken in his motives, I think he may venture to remind the true Briton that his productions in Naval Architecture, in the good old times of which he is so proud, were monstrosities. That for ages past the English merchantman and man-of-war have been known as the dullest and most leewardly vessels on the ocean, and that even now, nine out of ten of his yachts, vessels built merely for pleasure, unhampered by the requirements of commerce, or the exigencies of war; would be eclipsed in speed perhaps, certainly in beauty by many of the feluccas of his own coasts and by almost all the pilot boats and centre-boards of America. If this is not enough let "H.H." explain that whilst he shut himself up in his Island and refused all *intercommunication* with the rest of mankind, the French were advancing in the art most essential to the safety of his empire, and by the help of science, which he despised, and the pains-taking study of the subject, produced ships, which like the monuments of Grecian skill he could not even copy successfully! That the Americans too keeping their eyes wide open for every hint, built small craft which, if he had the luck to take them, he infallibly spoiled, and that even now, though the law which in his wisdom, he imposed upon himself, rendering it penal as Mr. S. Russell says, to build a good ship, has been repealed, and the mercantile marine has made a great step in advance, *his very yachtsmen embodied in clubs professedly for the advancement of the science, continue to surround themselves with every disability that can be conceived*, practically restrict their scientific men to one style of build. Complicate the thing still more by different rules in every club. Endeavour

generally to equalise the results of their matches by a good natured easy distribution of the prizes to good and bad in turn, and, above all, guard so jealously the secrets of their successes and their failures from the impertinent intrusion of scientific enquirers, that no mutual assistance can be obtained, no useful hint taken, no timely caution given, no general advance made, but all reflected light is so carefully shut out, that in the case of the "Dark points" of which "H. H." speaks we merely "*proceed by groping.*"

For want of *intercommunication* indeed how many intelligent men are compelled to waste time and money in fruitless experiments! How many presumptuous and foolish ones indulge the conceit which is fostered by darkness only to appear with ridicule and encounter defeat when introduced to the light? In how many different parts of England, and at how many different dates I wonder has the following scene which "H. H." so graphically describes been played out? "There is perhaps not a single builder of yachts but who has one idea which he believes to be the last word of science; and his ambition is to get a customer who has plenty of money, so that his dream may become a reality. Sometimes the yacht built is a failure, at least it does not turn out to the expectation of the builder; he sets his brain to work afresh, believing he has found out the defect and fabricates a new idea. No doubt he makes improvements, but they are slow and expensive, it is advancing empirically, and not scientifically. In all science the analysis must precede the synthesis. It is experience and comparison which throw light."

"H. H." does not know that light is the very thing which such people desire to exclude. These builders and amateurs who fancy themselves possessed, as he so quaintly words it, of the "*last word of science*" are only concerned lest the world at large should get the benefit of their secret, and do not take down their mental shutters until the work is complete. It is then and not till then they probably discover that their cost and their trouble has been all in vain, and that, *had they only known it* dozens of instances could have been furnished of the same experiments and the same results.

The sum of "H. H.'s." ideas is he tells us "That all English yacht clubs would direct their secretaries to correspond together, write out a form which should be sent, or placed at the disposal of the yacht proprietors. This form to be sent to a central committee which could be formed of the secretaries of the clubs whose seat is

in London, and contains the plan of their yachts and all the information which will be given to them." Some misgiving of the practicability of all this, even amongst the earnest and systematic English, seems to occur to his mind and he adds "I do not conceal that the labours of this committee will be awkward in the beginning" but apparently regains his confidence from the undoubted benefit to be derived. "But I am convinced that the classification of the documents will be easy if established on good foundations, and that their publication, if they are well chosen will have a great value. Anyhow this is the only way to do if they want to make improvements."

Too partial stranger! Are you aware that such is the apathy and supineness of the so-called energetic Briton, that it would require the authority of Imperial Parliament, carried out by all the machinery of the collectors of the obnoxious Income Tax, to render such a scrutiny generally effective? A few, a very few, *enthusiastic, clever,* and *modest* amateurs and builders who thought it possible that they might have *something to learn as well as to teach*, may see the probability of their gaining as much from the combined wisdom, knowledge and experience of the rest of the community, as they lost by making public their cherished nostrum or solitary crochet. A larger number, far too knowing for this, would take care to keep their "last word of science" to themselves and not run the risk of raising the rest of the naval world too suddenly to the level of their own intellectual standard, whilst the great majority, intent merely upon ease and self indulgence, satisfied with themselves and their vessels, or what their builders and captains chose to tell them of their qualifications, would scout the idea as altogether inconsistent with privacy and comfort, and repudiate it as suggestive of the possible superiority of other vessels, and the consequent inferiority of their own. In this case as in most others, we should find a small but willing minority, a number of active opponents, and an overwhelming mass of indifferent people, who to save trouble, always side with those who oppose any alteration, and allow them to repose upon the laurels they have won from others as backward as themselves.

But perhaps "H. H." is not aware that his plan has already been tried, at least as far as the drawings of the vessels are concerned and that an offer has been made by Mr. Merrifield, on the part c

the Institution of Naval Architects, to receive and classify them, on the condition that a sufficient number were sent to render such a collection valuable. Unfortunately Mr. White alone amongst the professional builders generously responded to the call, whilst so small a number of yachtsmen followed suit that it was impossible to carry out the idea of making it a national object of interest, and means of instruction. If "H. H." wants an answer to his appeal he need go no further. The active spirit of jealousy, vanity and false pride, oppose such a consummation and the no less powerful agencies of sloth, procrastination, forgetfulness, indifference, and quiet self satisfaction will not suffer such a vulgar go-ahead intrusive idea to be encouraged for a moment at the risk of disturbing the prevailing calm. The very word improvement is synonymous with change, and few gentlemen would willingly enter upon a course which might possibly, by pointing out how mistaken they had been before, in some measure compel them to beat a hasty retreat, or make an undignified alteration in their plans and a vigorous effort to keep pace with their neighbours.

I could not help smiling when I read the concluding sentence of an able letter in the *Field* by "British Yachtsman" on the subject of the American cup. "In the event of success its possession would soon be disputed, and the constant efforts to obtain and defend it, would lead to perpetual improvement." The man who can entertain such an idea, still more think it possible that it will prove an inducement to us to second his suggestions, must have not only been innoculated with the go-ahead notions of his Trans-Atlantic cousins, but entirely forgotten the tone of the English mind. The prospect which he holds out of defeat and victory equally tending to improvement, and constantly stimulating us to use every power of the mind, and bring all our energies to bear upon the means of advancing our favorite science, is indeed anything but agreeable to our ideas of repose. It is suggestive of heat, anxiety, doubt, and mental distress. Bodily labour and a strain upon the muscles we should not mind. We can undertake to walk, run, jump, climb, swim, row, and ride, with the best, but for a sportsman to be expected to think, and even read, to open a book or seriously consider a short letter in a newspaper or article in a magazine which points out any alteration that is required to be made, or suggests anything which may lead to future trouble is a bore!! We scout the idea of calling in the aid of

science in so manly a sport as yachting, or seriously reflecting on the teaching of experience, apart from the dogmas of the particular old salt we affect, and the special revelations, by the influence of which we have been led to mature our own views! Now all this might lead us to despair of the good effects of *intercommunication*. Even "H. H." says "there are many prejudices, because prejudices are the corollaries of ignorance," and I am quite aware that those who are most in need of instruction are the least inclined to learn. Still I do not think that the case is quite hopeless, and shall return to the charge in the belief that the advice of the many other writers to whom I intend to allude may not be altogether thrown away, and that the words of "Sky Blue with a Black Cross," who evidently knows the style of persons with whom he has to deal, may not always prove a correct representation of the condition of the yachting mind. "Few probably will read these lines to the end; those few who do so require no further explanation, as they know all this as well, if not better than I do."

C. E. S.

(*To be continued*).

ON YACHT MEASUREMENT.

IN comparing the American and English build of yachts the Thames rule breaks down, on account of the great dissimilarity of form. The plan I would propose is this;—Take the greatest length over all, the greatest beam and the greatest depth from the top of the rail to the bottom of the keel, and consider these as the three dimensions of a rectangular prism, whose cubic contents are to be taken to represent the vessel for comparison. I take the length over all to prevent any advantage being got from overhanging counters; the reason for taking the greatest depth from rail to keel is, that in narrow vessels freeboard is a great element of stability. So valuable is it considered in the deep English build that one well-known 40-tonner has three feet freeboard at the gangway, counting from the covering board only. American vessels have comparatively very low freeboard, it being almost useless in broad boats. I take the top of the rail instead of the covering board to prevent evasion by building high bulwarks and thus getting the good of freeboard without the penalty attached to it. On this principle the task of building a racer would

resolve itself into this. Given the cubic contents of a rectangular prism whose comparative dimensions are left to the builder to construct the fastest model. Here the designer is at liberty to take a long narrow and deep prism or a short, broad and shallow one or any intermediate form he chooses, and then cut away as much or as little of the original prism as he thinks fit. It may be argued why not take the displacement as the quantity for comparison. No, because here you give an absolute quantity in the model and the effect would be to build vessels all deck and dead wood. Why not take area of sails! No, because here you penalize "stability." Under this plan centre-boarders must be measured with their centre-boards down. This seems fair; the builder chooses to cut away a large quantity of his prism expecting to get speed, if he fails let him try another model leaving more displacement and more keel, and so on till he arrives at the best shape. This system of prisms penalizes no quality in a vessel and ought thus to be fair as a means of comparing totally different breeds. To find the time allowance on this plan, take two similar models, find the contents of the rectangular prism formed by multiplying their lengths, breadths and depths together, and treat these prisms as follows:—if we consider the stability of a boat as equal to a force applied to any point in the vertical longitudinal plane of the hull and the upsetting power of the sail to be applied to some point in the same plane above the hull and take the moments of these two forces when in equilibrium at any inclination, and calling the ratio of the height of the centre of effort of sails over the point of rotation in one vessel to the similar quantity of the other $= x$ and calling the ratio of the distance below the point of rotation of the point of application of the righting force in one vessel to the corresponding distance in the other $= y$ we get for similar models $x^3 = y^4$. If P be the prism of one vessel and P' the prism of the other we have $\frac{P}{P'} = y^3$ and remembering that the sail

area varies at x^2 , we get for a working equation $2 \log x = \frac{8}{9} \log \frac{P}{P'}$.

This gives the comparative sail carry-power of any two similar models whose prisms are P and P' .

If we draw out a time allowance based on these sail powers which brings vessels built off the same lines, though of different sizes, together; it seems fair to argue that taking the sail power of a totally

different shape the superiority or the reverse of the latter would be shewn at once by the result of the race. This system has the advantage of not giving any absolute quantity in a vessel only the product of three extreme dimensions. It is evident that whatever absolute dimension is taken for comparison will be always reduced to a minimum by the builder. This at once forces him to build a particular form of boat, the very thing to be avoided where we wish to give perfect untrammelled freedom of design and not penalize any particular form by the system of measurement used for time allowance.

A boat 17·6 long \times 3·65 beam = 1 ton Thames measure, taking this boat as having 1·6 overhang and total depth from rail to bottom of keel as 4·62 we get for $P = 19 \times 3·65 \times 4·62 = 330$. This must be taken as the unit when taking the over all measurements which I think are the fairest.

Though advocating the system of measuring over all, still having at present no known measurements taken in this way to give for comparison we must take what we have, that is use the draft and length from stem to sternpost, instead of the depth from rail to keel and the length over all; that this will not effect the table of sail powers which is made out from vessels of different sizes expanded from the same lines is evident, the sail powers being only ratios. Taking our unit vessel 17·6 long, 3·65 broad, and 2·8 draft, her prism = 180, and taking the same dimensions of other boats, and multiplying them together we get values of P corresponding to them, then putting in this value for $\frac{P}{\bar{P}}$ in our equation above and thus getting their sail powers as compared with that of the unit vessel we get the time allowance from the table. To economise space the values at intervals of 5 units of sail power only are given.

Sail Powers.	Time allowance in seconds per mile sailed.	Sail Powers.	Time allowance in seconds per mile sailed.	Sail Powers.	Time allowance in seconds per mile sailed.
1	0	55	·63	110	·31
5	7·0	60	·58	120	·29
10	3·5	65	·54	130	·27
15	2·3	70	·5	140	·25
20	1·75	75	·46	150	·23
25	1·4	80	·43	160	·22
30	1·18	85	·41	170	·20
35	1·0	90	·39	180	·19
40	0·87	95	·37	190	·18
45	·77	100	·35	200	·17
50	·7	105	·33		

This time allowance is based on the assumption that a 30 ton Thames measurement boat can give a 29 tonner 1sec. per mile sailed, and is got from the expression $St = 35$, where S = sail power t = time allowance in seconds per mile.

In the following table we have the sail power calculated by formula of some known boats.

Boats.	$\frac{P}{P'}$	Sail powers.	Dimensions.
Livonia	167	94.5	106 × 23.7 × 12
Cambria	140	80.7	100 × 21 × 12
Aline	146	84	100 × 22 × 12
Guinevere	177	99.5	113 × 23.5 × 12
Oimara	142	82	95 × 20 × 13.5
Vanguard	56	36	68 × 14.5 × 10.25
Muriel	40	26.5	60 × 12.5 × 10
Lizzie	20	14.3	47 × 10.1 × 7.7
Torch	15.7	11.5	42 × 9 × 7.5
Naiad	9.5	7.4	38 × 7.5 × 6
Columbia	302	158	98.5 × 25.7 × 21

From the table, as an example, find time allowance between Livonia and Columbia on a 40 mile course ;—from 158 to 150 we have 8 units at .22 second per unit = 1.76, from 150 to 140 we have 10 at .23 = 2.3, and so on up to 95, all of which added gives 17.11 seconds as the allowance between them per mile, which multiplied by 40 gives 11 minutes 24 seconds. In three American races sailed by Columbia and Livonia I find that Columbia won the first race by 5 minutes 10 seconds, she won the second by 25.18, and lost the third by 19.33, which gives a balance in favour of the Columbia of 10 minutes 55 seconds. These races were sailed over a 40 mile course. In calculating the sail power of the Columbia I have taken her full draft with centre-board down as 21 feet. G. B. T.

NOTES ON THE YACHTS AND YACHT RACING
OF THE PAST SEASON.*

In last month's number I got to the end of those second class racers which had been the chief prize winners last year, with some remarks on the new vessels of that class reported to be building for the racing of 1872, and now come to their smaller sisters of the third, fourth, and fifth classes, but before beginning this part of my subject wish to correct a mistake made in the number of races won and the value of the prizes

* Continued from page 68.

gained by the *Leander*, as I am informed she won, in addition to those I gave her credit for in January last, the prize given for her class by the Vice-Commodore of the Royal Clyde Yacht Club in June, thereby raising her score to £75, in five first prizes, and from what is reported of her sailing powers she appears to have been the most successful of the new twenty's constructed at the commencement of 1871, and whose dimensions I gave as nearly as I could obtain them in the May number of that year. The illness of her owner, James Reid, Esq., from violent rheumatism, which came on at the time of the Royal Irish Regatta, militated much against her success, but I have little doubt of her speed, and expect in her second year, the one in which racing vessels usually best run up to their true form, she will show to advantage, though besides her old antagonists she will meet the new *Spindrift*, 20 tons, from Fyffe's stocks, he having been the only builder of note unrepresented last year in that class, but having two vessels ready to launch this spring. The *Spindrift* is for the former owner of the *Coral*, a very neat little craft built on the original mould of the *Fiona*, but with the necessary corrections to make a model for a seventy-eight, measuring 75ft. by 15ft. 8in., suit a ten-tonner of 36ft. by 8ft. 8in. This little vessel only raced once during the year, but at New Brighton in a strong breeze showed her power by carrying her whole mainsail, while the crack ten-tonners of the Mersey, *Naiad* and *Brenda*, had each two reefs down, and in the beat down of eight miles she weathered them both a long way in spite of a split mainsail, and in the run back maintained her advantage, a great triumph over boats so well found, and sailed, and reflecting great credit on her builder. I am told she is to be well fitted out in new hands this year and will find plenty to do, to meet the fleet of ten-tonners now built or building for the Liverpool gentlemen. The *Spindrift* is to have less length, 45ft. 6in., and more beam, 10ft. 3½in., than most of the new craft of her class, in fact her dimensions are nearly identical with one of the best of the old ones, and as I am told a fine bold round sided vessel with a very straight bow, little hollow in her midship section and rather shallower than is now usual. She is to be fitted with a graduated mainsail, and I have no doubt will sail fast, but has a terrible opponent in the *Lizzie*, out and out the best of her size last year, indeed I should say the best boat large or small ever built, and admirably sailed by her present skipper Jack Wyatt, who succeeded H. Thompson on his removal to the *Vanguard*. Her score speaks for itself, and after one beating from the old *Vampire* in the Thames, she fairly established a raw on her ancient enemy and tanned her four times in succession, the other having her revenge, to a certain

extent, by thrashing Hatcher's new twenty the Madcap, at Dartmouth and Torbay, the said Madcap however, by her sailing in the North of England proving that although in new and unexperienced hands she was not to be sneezed at and will also be likely to show in front this summer. Lizzie and Vampire were not content with beating their usual rivals, and in the river and at Dartmouth tackled Thought and Kilmeny with success, but curiously enough, and proving how uncertain yacht racing must be, in almost the very last race of the season the little Dudu fifteen tons, beat both the crack twenties handsomely at Plymouth, having done the same by the Vampire in the Prince of Wales' race in May. The Shadow, also a new boat of 1871, on a very nice sailing day with a good steady breeze and smooth water at Dalkey Regatta gave for once a good beating to Lizzie and Leander, while the Ildegonda generally beating Dudu and Fairlie, but being invariably nowhere when she met Lizzie or Vampire completed the in and out sailing of the season. The Vampire did not show at all in Western waters, where she performed successfully in 1868-9, but Lizzie attended the whole sweep of regattas, to and from 15th May to 1st September was never idle, her winnings however paying well for the grind. I trust to see both at the starting buoys for the third class Champion cup of the Royal Alfred, now held by the Lizzie, which will probably be sailed for on the day fixed for keeping Her Majesty's birthday, and is sure to attract a large entry of the crack vessels up to twenty-five tons, as most of them hail from Western ports, and Dublin Bay is a favourite place, for settling differences as to relative speed and power.

Hatcher's Queen has lately changed her residence from the clear waters and atmosphere which surrounds the "ould head of Kinsale," for the somewhat more smoky air and muddy tideway of the Mersey, and is likely to have her copper kept well brightened in her new quarters, as the racing spirit, especially amongst the smaller class vessels, has certainly seized on the "Dicky Sams" with a vengeance, and of ten and twenty tonners they have a fleet built or building second to no port in the kingdom. Their taste seems of late to have set in for ten tonners, why I cannot exactly tell, as it appears to me fifteen tons is a much better size to build than one of ten, as she can be worked by nearly the same crew, one man being rather too small a crew for either and a man and boy enough for both, while for head-room, accommodation and power to cross the channel, or go from port to port, and wonderful as the increase in these points which has been made in Naiad, Brenda, Coral, &c. of late years, the Ildegonda, Queen, Dudu, Glide, Fairlie Satanella, "*et hoc genus omne*" have an immense advantage over them when at sea, and I greatly fear that some

of the adventurous spirits I could name, who attend all the regattas about the Lancashire coast, and run two or three times a year across to Kingstown and the Clyde, Douglas, and Belfast, will some day find ten tons rather small.

I trust that the savant who presides at the weather department of the Board of Trade in the room of the late Admiral Fitzroy, who it was well known kept the wind in his pocket to be served out as occasion required, will this year however be propitious, and that a goodly fleet from the coaly town will muster at Kingstown to meet their Irish and Scotch sisters on 16th of July when a match for them will be sailed under the auspices of the Royal Alfred, the day before that fixed for the regatta of the Royal St. George's Yacht Club for 1872. Amongst the new craft building of this size report speaks very highly of the Rosa, 10 tons, constructing by Fyffe for J. Eadie, Esq., Dalmarnock House, Glasgow, and as she and the Pastime, also 10 tons, lately finished at Messrs. Boodler, Chaffer & Co's. yard at Birkenhead for St. Clare Byrne, Esq., on his own design are, like the Zampa and Leander of last season, rather contrasts in point of dimensions, by the kind permission of their owners I will give them here. The Pastime representing the long narrow deep school of racers is 38ft. 3in. in length for racing measurement, with 7ft. 10½in. beam = 9½ tons and she carries about eight tons of ballast besides iron cabin floors and beams, with 30cwt. of lead on her keel outside. She has 4ft. 11in. head room under the deck itself without a pooby hatch, a wonderful height for a vessel of her tonnage, and is described as a bolder boat than Mr. Byrne's former vessel the Naiad, which did so well in 1870, with a little more freeboard and finer aft. Her midship section is rather fuller and easier and the hull itself a shade fuller than the Naiad's down to a foot below the water line. The Rosa is shorter with more beam and less draft. Length 36ft., beam 8ft. 2½in. = 9½ tons which is cutting it very fine as to tonnage, draft 6ft. forward, 3ft. 6in. aft, and has a keel composed of lead and iron weighing 24½cwt. Both will carry very large spars and no doubt give a good account of themselves even with the new vessels of the same size, one building by Hatcher for Mr. Imray, and another at Liverpool for the former owner of the Brenda, a boat which stands at the top of her class last season and had several splendid bouts with the Naiad and Wonderful, the latter another of this class of which I hear "*wonderful*" accounts and should be very glad to have some particulars to unfold, but have been unable to pick up any. The owner of the Rosa is an enthusiastic and practical yachtsman sure to do battle with the English contingent, which comprise in this class Wonderful, Brenda (old and new), Pastime

(new), Naiad, Coral, Magic, Chance, with the one building by Hatcher and another at Birkenhead, and these are equally certain to be well and pluckily sailed, the numerous matches of the Cheshire and New Brighton yacht clubs enabling the Liverpool gentlemen amateurs to gain experience second to none in sailing, steering and managing their own craft.

The plan of the Royal Clyde for enjoying at once the pleasure of a cruise in company with other yachts and at the same time the spirit and excitement of a race, by starting in fleet under the command of a flag-officer for a three or four day's cruise, and then giving small prizes for the vessel which first arrives at the rendezvous named for the night's anchorage, is a capital one, especially in waters so suited for it as bonny Clyde, and the same kind of sport is enjoyed at Kingstown by the fleet manœuvring under the flag-officer of the day, who by signal starts them off to race in different directions to points named, by means of the new signal book published last year for the use of the three yacht clubs on Dublin Bay, and which was found to answer admirably for the purpose, these cruises being protracted as far as Lambay and Wicklow Head when the weather suited, and it is intended this year to extend them to Carlingford if found practicable.

But little news of interest to yachtsman has turned up since I last wrote, and the reports which have lately appeared in the sporting papers of the doings in the different building yards have made their readers so *au fait* of the vessels likely to appear, either new or altered, in 1872 that little is left for a monthly writer to say. Of chops and changes in ownership, the chief one in Irish waters has been the sale of Eveleen, 40 tons, built last year by Fyffe for the late vice-commodore of the Royal Alfred, T. D. Keogh, Esq., who feeling the pressure of the illness which has been creeping on him so long, and wishing his favourite to fall into good hands offered her to P. S. French, Esq., at a price which was at once accepted, but alas she changed owners only just in time, as an attack of malignant small pox which his weakened frame was unable to resist carried Mr. Keogh off within three days after her transfer, to the great regret of all who knew him and especially of the club whose broad pendant he had borne for so many years, and of which he was an original and life member. The Eveleen has fallen into excellent hands for developing her capabilities, and with a new mast one foot shorter and one inch stouter than before, new channels, lead, new sails, and Mr. French at the tiller, she is certain to be heard of in matches for her class, and I have no doubt will give Muriel, Alcyone, Niobe, Norman, and Viper, if she be the name of Ratsey's new craft, and the other southern repre-

sentatives, to say nothing of Alceste, Glance, and Foxhound, who hail from more northern ports, quite enough to do to show her the way home.

I had meant to close this yarn with some remarks on the schooner class, but it has already run to such a length they must stand over until April, but meantime may draw my brother yachtsmen's attention to two Acts of Parliament passed last session, in the provisions of which they are concerned, though one, 34 and 35 Vic. chap. 101 entitled "an Act to amend the law respecting the proving and sale of chain cables," does not come into force until the 1st of July next. This act after providing for the establishment of testing machines for anchors and chain cables, and giving a schedule of the breaking strain to which they shall be subjected, with due provision for the alteration of same if necessary from time to time, goes on to enact that after the above date *no maker shall sell nor any person purchase any chain cable whatever* nor any anchor exceeding in weight 168lbs. which has not been previously tested and stamped pursuant to the provisions of this act, and of an act passed in 1864, of which this purports to be an amendment, under a penalty not exceeding £50 on summary conviction before two justices of the peace. Nothing is said however as to whether the chain cable is to be galvanized before or after the test and stamping, and therefore as this process notoriously weakens the chain by, say one third, it will be quite necessary for yachtsman to give a good margin, as to the breaking strain to which they expect to subject their chain over and above that stamped thereon by the tester, though to do them justice they seldom err in respect of insufficiency of gear, whatever be their other shortcomings.

The other Act is the 34 and 35 Vic. Cap. 110, and is entitled "an Act to amend the Merchant Shipping Acts," and came into operation on the 1st of January last. This statute enacts that every British ship before registry shall have her name marked on each of her bows, and her name and her port of registry on her stern, in letters of a certain size, and also a scale of feet showing her draft of water on her stem and stern posts, this latter under a penalty of £100 if inaccurate. "The Board of Trade may however exempt any class of ships from the requirements of this section or any of them," and they will no doubt exercise this power as to yachts, at least so far as the scale of feet and the name on their bows, but for my own part I trust will not do so as to the name on the stern, and that they will require it to be invariably painted there, as I cannot see any disgrace or annoyance to an owner in complying with the law, and at regattas and on various occasions when it is pleasant to know the name of a particular yacht, the disagreeable necessity of trying to spell it out with a glass on the men's hats, or breast of

their frocks, or the chance of a rude answer when the question is asked, will be avoided, and as Her Majesty's vessels now unvariably carry their names where the law requires them to be, I see no reason why yachtsmen should not do the same.

Another change is made by the sixth section of the above act which while enacting that "no ship shall be described by any other name than that in which she is registered, and that no change shall be made in the name of a ship without the previous permission of the Board of Trade, signified in writing under their seal or the hand of their Secretary, a penalty of not exceeding £100 being inflicted for a violation of the clause," provides any escape from the nuisance of a hideous name having been fastened on an unfortunate vessel by the caprice of a former owner, and for which under the previous law there was no remedy, except the exceedingly roundabout and dubious one of a sale to a foreigner, by whom her former certificate of registry was torn, and then a resale, and a new registry taken out, by no means an easy or safe process to attempt. The present system is so much more rational that the only wonder is, how it came to be passed, and if extended to infants of both sexes, who often have bitter cause to regret the taste "of their godfathers and godmothers in their baptism," there would be really hope of some advance and progress in the age.

Another provision of the act throws the duty in case of collision on the master of each, "to give to the other the name of his vessel, her port of registry, to what port or place she belongs, and the names of the ports or places from which, and to which she is bound," and the failure to give this information except under circumstances which render it impossible or unnecessary to do so, (the proof of which shall lie on the master failing to give it) shall involve the same consequences as a failure to render assistance under previous acts.

There are of course many other sections in both acts, but I have merely noted those which affect yachts, and before closing may observe how much it would tend to general convenience if all yacht clubs would follow the example set last year by the Royal Albert, Alfred, Irish, and St. George's Clubs, who instead of giving a separate number to each vessel in their respective lists, designated her by the signal letters showing her official number, as granted by the Board of Trade on application to the Register General of seamen and shipping, Adelaide Place, London, and which remain always fixed and unchangeable, into whosoever hands a yacht may pass, or what club she may belong to, and are even independent of a change of name, thereby becoming gradually known to all on board and forming a sure means of recognizing her identity

when seen flying, instead of a vessel having perhaps five or six distinct numbers in different clubs, and these changing each year and so rendering them useless for all purposes. I look on the adoption of this system and of the Commercial Code of Signals instead of separate Codes in each club, as a great step to convenience and uniformity, and as yachts are every year increasing in numbers and size, so must each year increase the necessity of making them more and more conformable to the laws which regulate British shipping, and it would much conduce to comfort and prevent the endless disputes which arise with crews, if these laws and regulations were more studied by owners and skippers, and more regularly carried out, especially as to the signing of regular articles when shipping a crew which would give a remedy in some of the numerous cases heard of each season, of seamen leaving their employers without notice, carrying away clothes, irregularity of conduct and other nuisances.

The Customs regulations should also be considered, for as I pointed out in a letter from Guernsey in 1868 they are becoming each year much more strict, and by violating them owners expose themselves to many penalties and much trouble, delay and annoyance. I might point out other regulations which are much neglected, as the handing in lists yearly of seamen employed, &c., but fear to be tedious, and moreover such points are rather foreign from my proper cruising ground which is amongst racers and racing, but a hint is often of use, and as such merely I throw out the foregoing, hoping in the April number to wind up my notes for this year, with some remarks on the winning schooners and yawls, and some anticipations on the coming season.

And remain, yours as usual,

RED WITH WHITE MALTESE CROSS.

P.S.—The measurements given last month of No. 6, should have been 58ft. 8in. by 11ft. 10in. instead of 51ft. 8in. by 12ft. 10in. as printed, and the name of the German legend therein referred to "Der Nibelungen Noth."

(To be continued.)

Messrs. Lockwood & Co., will publish on April 1st., the first number of a new "Quarterly" under the title of "Naval Science;" a magazine intended to promote the improvement of naval architecture, marine engineering, steam navigation and seamanship. Its appearance is looked for with considerable interest in naval and scientific circles as it is to be edited by E. T. Reed, C.B., late Chief Constructor of the Navy, and the contributors will include the most eminent authorities in the several branches of the above subjects.

THE FIRST CRUISE OF THE SIREN.*

A NARRATIVE OF YACHTING ADVENTURE BY A VETERAN YACHTSMAN.

Fabula sed vera.

CHAPTER VII.

THE LESSON.

"The steersman's part is vigilance,
Blow it rough or smooth."

At midnight our yachtsmen calculated, that they were some forty miles to the westward of the Portuguese coast, and that it was not requisite to go further out of their way, the more especially as the sooner they could get into Spanish waters the better, in case of their again falling in with the steamer. Accordingly on Drew coming on deck, it was arranged that he should steer a course much more to the southward than they had been doing in the previous watch. The wind had taken off a good deal but there was still a fine fresh breeze and the schooner was doing her eight knots, when the log was last hove. The sheets were again slacked and she was bowling away before the wind with her bowsprit pointed to the sunny South, when Sir H. left the deck telling Drew to call him at daybreak.

The wind kept moderating and the sea lessening all night, as Muir had prognosticated, so that when the morning watch came on deck at 4h. a.m., Drew thought it advisable to take in the trysail and set the mainsail, the mainsheet block having been repaired while all hands were up. Shortly after this the morning broke, and the only vessel in sight was a schooner much of their own size, steering a similar course to the southward and a mile or two a-head. No trace of a steamer of any sort was visible, a fact the skipper ere he turned in, went below to communicate to Sir H. This good news brought him soon on deck and his fair guest also, for being awake by the noise made by the crew on the after deck in hoisting the mainsail and seeing it was already daylight, she dressed and came up all anxiety to know whether her pursuer was visible or not.

The Baronet after enquiring how she had passed the night congratulated her on the pleasant aspect of affairs. "I don't believe we shall see anything more of that troublesome little smoker" said he, "I doubt not he has had enough of the chase, and in all probability is safe at anchor in the Tagus by this time, as he had just come in from a cruise when we met him his stock of coal was doubtless low in his bunkers, and the rapid start he made after us gave him no time to lay in a fresh supply,

* Continued from page 79.

so he would not care to go far from home. The moment he lost sight of us last night, the chase became, but a wild goose one, and he might have as well looked for a needle in a bottle of hay, as for the Siren in a night so dark as the last. However, I see we have a neighbour ahead here, what may he be" added Sir H. turning to the mate who was steering.

"To the best of my belief she's a yacht, but she may possibly be either a fruit schooner or a vessel of war" said Dawson.

"The last would not suit us at all if she carries Portuguese colors at least if she has left the Tagus since ourselves or fallen in with the gunboat, though I doubt not we would soon show her our heels, if the wind but holds, but that seems very doubtful, at all events let us be prepared for the worst, so let's get the topsails up as quickly as may be" said Sir H. briskly.

"Shall I call the other watch Sir Harry?" asked Dawson, touching his cap.

"No, no! said Sir H. we'll all lend a hand and get them up without disturbing the poor fellows so soon after they have turned in. Come Madlle. you shall steady the schooner a little. Your first lesson in seamanship I daresay, while Dawson and I bear a hand with the flying kites."

Natalie was quite delighted to make herself useful in any way and placing herself at the yacht's tiller she laid hold of the ropes as boldly as if she had been already rated an A.B. A very handsome piece of woodwork the tiller was, with a well executed greyhound's head at its extremity. Sir H. gave her a few directions what to do, and as he left her to give his powerful aid in getting the maintopsail set, he added "for heaven's sake Mademoiselle don't let the boom come over, for light as the wind is you'll probably be carried away by the mainsheet, to say nothing of the fate of the hands who are gone aloft, and who will certainly go overboard in the event of a gybe."

"Oh, there's no fear," cried Natalie "I watched the helmsman too much yesterday, not to know what to do to-day," and she gave the tiller a little push to leeward, as much as to say "Don't be alarmed I know how to keep my luff as well as the best man among you."

As the sun rose the wind fell and 'ere the topsails had been half an hour set, both the schooners were rolling lazily in a flat calm within a mile of each other.

Mademoiselle was very unwilling to relinquish the helm so long as the yacht had steerage way. Sir H. however recommended her to go below, telling her she was only spoiling her complexion exposing herself on deck under the now hot sun, and doing no good at the tiller.

"I don't mind my complexion one bit" said she "and I do so love steering, I could stand here all day long."

"You shall have a lesson in steering on a wind next time, for I much fear the breeze when it comes will be from the south-east right in our teeth," as he took her hand and led her to the companion. He wished the crew to get the decks washed, the brasses cleaned, and the paint of the outside of the bulwarks well washed with fresh water and then rubbed down with Chamois leather, and everything put in ship-shape fashion before they got abreast of their new neighbour, whom by his burgee he now recognised to be a member of the Squadron. After yesterday's hard sailing the Siren had but a seedy look, everything being coated with salt water, which improves nothing about a yacht but her decks.

The day was still young, when they got below and Natalie retired to her cabin for the couple of hours which would have to elapse 'ere breakfast time.

When that meal was served they lingered over it for some time for Madlle. Miardot was in high spirits and most amusing, giving them many racy anecdotes of her theatrical career, told with no little humour and illustrated with many a shrewd observation and pungent remark on the people she had been brought in contact with. Whatever might have been the cause of her having recourse to the stage as a profession—and on that subject she was silent,—the gentlemen were both satisfied that their pleasant guest had received the nurture and cultivation of a lady.

At last Sir H. looking at his watch hinted it was high time they were on deck if they wished to see Capt. Drew take the sun's altitude that day, as it was already 11h. 30m. a.m.

(To be continued.)

THE KRIEMHILDA.—THE launch of this fine cutter building in Mr. Ratsey's yard for Count Batthyany will take place on the 12th inst. unless something at present unforeseen happens to prevent it, when a magnificent addition to our fine fleet of racers will be afloat. The Kriemhilda has been built in the best possible manner, under the surveillance of C. Napier Pearn, Esq., Secretary of the R.A.Y.C., and will measure as nearly as possible 105 tons, she will thus possess the great advantage of size, and with her perfect model should make a name for herself during the approaching season. She will have the great advantage of a trial horse in the shape of the Flying Cloud, which, after having been hauled up during the winter to dry, and had a new foremast put in her, and four-and-a-half tons of lead substituted for five-and-a-half of iron, her internal and deck fittings lightened, and hull strengthened will come out if possible in better form than ever, while Capt. Napier will still retain command of her, Capt. J. Downes going to the new vessel, and both will be coached by Jack Nichols, whose name is a guarantee for doing all that can be done for both.

LOG OF A VOYAGE DOWN THE NILE FROM THE SECOND CATARACT TO CAIRO.*

MOHATTA TO THEBES.

JANUARY 14th.—We were roused early this morning in order to get breakfast and be ready for the descent of the Cataract when our time came. The *Fortunata* ought indeed to have been the first of the three boats now waiting at Mohatta to undergo the trying ordeal, but for some reason only known to our old friend the chief Reis of the Cataract both the Liverpool merchants boat and that of the two sisters were taken before us. The descent of the "great gate" as it is called is indeed a formidable affair. The channel used is quite different from that which we had been dragged up with so much difficulty, containing a much larger body of water, which rushes down over a rough and jagged bed of rocks with immense velocity. The navigable channel is narrow and intricate in the extreme, and to make matters worse, there is a rapid turn in it, so that with a long dahabeeah it requires the utmost care and watchfulness on the part of the steersman and the crew at the oars, to avoid touching the precipitous rocks on either hand. To do so would be fatal to the boat at any rate whatever might happen to the crew. Accidents do not very often occur, but still they happen often enough to make those on board feel nervous until all is over. We all three remained on board. The descent was a thing of a few moments but for that time it certainly sufficed to take one's breath away. The sensations were exactly that produced by a very lofty swing, a sort of sinking at the heart, which doubtless every one has experienced. The descent was no sooner safely accomplished than the Reis of the Cataract seized our Reis' turban which he claimed as his perquisite for a successful passage. T. and I redeemed it by presenting the strict old veteran with our two gaudiest silk pocket handkerchiefs which pleased him equally well. (If he be yet alive he is probably wearing them round his head at this moment.)

Our passage between Mohatta and Assouan, which in coming up took us the best part of a week was accomplished in less than two hours, so much for going with the stream. On our arrival there we found our two neighbours of the night before and a boat flying Greek colours. She turned out to be a sort of floating shop and contained what a Yankee would call a pretty general assortment of "notions." After a walk through the bazaars of Assouan which are not much worth seeing, being

* Continued from page 87.

close and stuffy like all Egyptian bazaars. Met our Liverpool friend and at his request accompanied him to call on the governor to whom he had a letter. His Excellency entertained us very civilly, and gave us pipes and coffee *ad libitum*. The conversation which had to be conducted through an interpreter was neither, as may be easily imagined, much prolonged or very interesting. Mr. W. afterwards paid us a visit on board the *Fortunata*, and at 4h. 30m. p.m. his boat and ours left Assouan in company. The sisters had taken time by the forelock and started early in the day.

15th.—Their activity did not however stand them in great stead, for daylight this morning saw all three boats hard and fast on a sand-bank opposite Kom Ombos. The river has fallen much since our ascent and the navigation is much more critical. The ladies having the lighter boat got first off. We had to get assistance from the shore 'ere this could be effected in the case of the *Fortunata*. Mr W. we left behind looking for crocodiles. We have not met with anybody yet who has even ventured to allege that he has killed one, let alone getting possession of the body. Though the hairbreadth escapes the poor persecuted reptiles have made on many occasions are marvellous to hear tell of. In passing we landed and examined the great quarries of Silailis, from which so many of the temples of Egypt have been hewn. There are many marks of blocks of great size having been cut out with a saw. We then crossed to the other side and visited a small rock temple, excavated by the last Pharaoh of the 18th Dynasty in commemoration of his victory over the Cushites. There was not much to reward us for our trouble.

The living on board had much deteriorated of late. All the meat except veal, and it was rarely to be had, was tough and stringy, and the fowls were miserably thin and poor. The only really good food are the turkeys, and they being somewhat costly we are only treated to once a week, generally on Sundays. It has been much colder too on board since we began to descend the river. Owing to the wind being nearly always against us, unless the cabin door is kept shut, there is a most unpleasant draft, which frequently drives me into the after cabin as an ultimate refuge. Our invalid is feeling it a good deal and has been much worse during the last few days. Yet the weather is very beautiful, the mornings are charming, for some hours at mid-day it is too hot for exercise, but the evenings when the wind is generally lulled, delightful, but yet I cannot say I have ever experienced that magical charm in mere existence, which some poetical temperaments seem to enjoy on the Nile.

16th.—We reached Edfou at 8h. a.m. and after breakfast I went up with S. on donkeys, T having started earlier on foot to sketch. Abram's want of foresight in not bringing donkey saddles again was severely felt to day, for my animal had nothing but a bit of old canvas on his back, though the distance was not great, I was most thankful when we reached the temple gate. We found there the two sisters complaining of their dragoman as usual. Whatever faults he may have, he has at least furnished their donkeys with capital side saddles which he had brought from Cairo with him. On ascending one of the towers of the magnificent Propylon we had a splendid view of the surrounding country. The town of Edfou is a miserable dirty place, but nevertheless the land about it seems well cultivated. There is probably no Cathedral Church in England which dates as most of them do, from before the reformation, so entire in all its parts as the temple of Edfou now is. This wonderful preservation it owes not so much to the climate as to the fact of its having been buried in sand and debris of all kinds for ages. It has only been recently cleared by the exertions of Signor Marietti, the Viceroy's archiologist. The design of the temple is grand and its size magnificent, while the sculptures though only dating from the times of the Ptolemies well executed. At 3h. p.m. we left Edfou to continue our descent.

17th—After a very quiet night spent at Elithias or El Kab as it is now called, T. and I got up shortly after daybreak, and started with Abrams and a guide for the temples and the tombs, the former we visited first, as they are some way up the valley behind El Kab. The temples are but little worthy of a visit, but the paintings in the tombs representing the private life and manners of the middle class of the old Egyptians are most curious. Ploughing, sowing, reaping, thrashing, and many other agricultural avocations. Ships and boats, butchers, bakers, and other trades and finally a grand entertainment, given by a lady and gentleman, probably the occupants of the tomb are all represented in most vivid colours on its walls. The early morning air was charming and I so enjoyed my walk, that I was tempted after breakfast to go out with my gun in hopes of seeing some of the numerous El Kabian pigeons I had seen in the morning, but they probably found as I did that the heat was rather great for exercise, and had sought the shelter of the dovecots, for not a shot did I get. There being little wind we went fast down to-day, passing Esneh at 4h. p.m. We did not stop except to land Suleiman one of our crew, who was allowed liberty for three days to go and bury his mother who had resided at this place. In our way up we had explored all that was to be here seen of the curious or the beautiful in the place.

18th.—We reached Thebes or rather Luxor at three this morning, and found the Canopus, the Theresa Mr. Buckle's boat and that of the two sisters moored to the bank. Got a large bundle of letters which had been lying here some time for us. Called on Mr. Buckle and heard of an attack which had been made on an English gentleman's boat at some place a short way down the river. It was said he had beaten his assailants off by discharging a punt gun laden with small shot among them. So much is made out of small matters in Egypt that in all probability it was feathered bipeds not human that the gun was discharged at after all. We have heard of so many villages filled as Vincenzo Abrams calls them, with *Cattire Gente*,—that is ill disposed persons ready to rob and murder on the shortest notice,—without ever meeting with the least rudeness or the loss of an article, that we have become sceptical on the subject of these attacks. Later in the day we took donkeys and rode to Carnac, where in a solitary corner of the Great Hall of Assembly we came upon a fox, asleep we thought him at first, but which turned out to be dead, poisoned probably, for the body was neither mutilated or emaciated as would have been the case if violence or sickness had been the cause of his death. While our artist was making a careful drawing of a group of the gigantic columns 66ft. high, without counting pedestals or capital which supported the roof of the hall, S. and I. devoted ourselves to the examination of some extremely interesting sculptures of battle pieces, believed to represent the victories of Rameses II. (Sesostris) over the Canaanites. This the greatest of the Pharaohs, was with his father Sethos the chief builders of Thebes, of which Carnac and Luxor formed the eastern half, the river dividing the great city into nearly equal portions.

19th.—Late last night the Russian Count we had met here on our way up, arrived with so much way on that he run into Mr. Buckle's boat, damaging his starboard quarter and smashing his cabin windows. We boarded the Russian in the evening and saw a real live crocodile he had brought down with him as a proof of his prowess. It was but a poor specimen not more than six feet long, and as we afterwards learned that small as it was, it had been bought from some fishermen who had caught it in a net. There were also a number of skins of birds and beasts on board prepared with arsenical soap for future stuffing. Went across in our sandal and had service on board the Canopus, then lying at the western bank of the river. The two sisters, whose boat was also on that side formed part of our congregation.

20th:—Our artist started at 7h. a.m. to breakfast on board the Canopus, S. and I. after breakfast joined Mr. M. of the Canopus, and then got

donkeys and rode to the Memnonium, the splendid temple palace of the second Rameses—great alike in peace and war,—here we found T. and Mr. C. of the Canopus sketching; also the sisters and a party of five Englishmen, obviously a scratch crew who had probably met first at the *table d' hôte* of Shepherd's Hotel in Cairo, and clubbed together to hire a dahabeeah. They have a Copt for a dragoman with whom they seem well enough pleased. The general result of such associations, where men join together in such close contact as a Nile boat without knowing anything of each other previously is generally that on their return to Cairo one half of the party are not on speaking terms with the other. A boat flying French colors passed up the river this morning without stopping. After examining the sculptures of the Memnonium in detail we rode to the valley of the Tombs of the Queens which is very picturesque, though the immense quantities of broken mummies we found lying about made the ride less pleasant than it would otherwise have been. The tomb we visited was not large but was free from bad smell, and the paintings were fresh and interesting. From the Tombs of the Queens we rode to Dayr il Medeneeh a small Ptolemaic temple of very elegant design. A chamber to the west of the Adytum contains the famous scene of Osiris trying the souls of the deceased in Amenti. The strong belief of the old Egyptians in a future state of reward and punishment is the more remarkable from the fact that the Jews seem to have had no such belief. At least their scriptures are silent on the subject, and the inducements held out by Moses to the chosen people to encourage them to good conduct are all temporal: yet Moses was skilled in all the wisdom of the Egyptians. Various reasons, from Warburton's "Divine Legation of Moses" downwards, have been given for this, probably the best one is the fact that the Jewish Government for long after the Exodus from Egypt was a pure Theocracy, and that the code delivered to the Israelites in the wilderness was quite as much municipal as religious, and therefore required temporal punishments to enforce it. The question however still I think remains practically unanswered, how a nation brought into such close intercourse through their priests and prophets with another world, should yet ignore in their writings the immortality of the soul?

In the adytum of this temple was a figure which a dragoman who was present anxious to show us his perfect knowledge of the pronunciation of the English language pronounced to be "the Jod of Gheneration" meaning of course "the God of Generation". On our return to the river we found a boat flying Austrian colours. In addition to her ensign she carried on her poop two small flags each with a coat of arms

and a coronet, so her occupant must be undoubtedly some great swell. Our own sandal not having come for us, we had to borrow that of the *Canopus* to put us across. While we were at dinner Mr. Buckle called. He leaves for Cairo this evening, and talks of starting for Mount Sinai on the 19th of July. He again expressed a wish that we would join him.

21st.—We started this morning at 8h. 30m., for the tombs of the Kings, calling on the *Canopus* as we passed. After a pleasant ride for an hour-and-a-half through a very narrow defile we reached No. 1, and examined it. Then Nos. 2, 6, 9, the tomb of Memnon, 11 Bruce's tomb, and 17 Belzoni's tomb as it is called. This last far supasses all the others. It is the sepulchre of Sethos, the father of Rameses the second and the ornamentation is in the very highest style of Egyptian art in its Augustan age, in one of the inner chambers, far in the rocky bosom of the mountain, which had never been quite completed, the outline of the figures to be cut in the living rock are drawn first in red chalk, and afterwards corrected by a superior hand in black: These last lines are designed in a free and bold style showing the hand of a master in the art of drawing, so much so that these outlined figures convinced me, that had the artist who drew them not been trammelled by religious conventionalism he could have given us compositions as perfect as those of Greek art, instead of the stiff caricature of the human figure, even the highest efforts of Egyptian art always is. While we were engaged in examining this most interesting tomb, content with the feeble light of a few mutton dips our dragoman had brought with him, the five men we had met the previous day arrived with their Coptish dragoman and a couple of Arabs carrying an iron grate swung from a pole and filled with some bituminous preparation, which gave out certainly a strong light, but was accompanied by a most disagreeable smell and smoke, the latter most destructive to the tomb. T. and our friends from the *Canopus* climbed the hills which formed the rocky valley and thus found a short way back to the river. T. and I returned as we went on donkeys and notwithstanding were tired enough to enjoy a cup of excellent tea on board the *Canopus*, ere we re-crossed the river.

22nd.—T. started before breakfast to sketch at the temple of Medenet Abou on the west side. After finishing some letters for home and posting them at Mustapha Aga's, I crossed the river in a little English built skiff belonging to him. She is a fast pulling little boat, but too weak for the rough work she has to encounter, and consequently dangerously leaky. In returning, not having pulled sufficiently up the river, we were carried considerably below the landing place at Luxor,

to a spot where the bank was high steep and difficult to effect a landing on.

23rd.—This morning also our indefatigable artist was off at a very early hour for Erment, but on this occasion not to sketch but to sport. He was to have returned by 11h. but did not appear till 2h., notwithstanding his bag was less well filled than his portfolio usually is. We went across the river to meet him in the small boat, and on our return we called on Mr. Smith an American, who resides at Mustapha Aga's and is engaged in preparing a Dictionary of Hieroglyphics. He is a very intelligent man and showed us some very curious Scarabs and other antiquities he had collected. Afterwards visited the collection of an old Copt who acts as Prussian Consul, we found some curious things there also, but all extremely dear.

24th.—Crossed to the Libyan side and visited some tombs situated on the rising ground behind the temples. In one tomb where we were taken to see some recently disintered mummies, there lived an Arab family, who possessed a singular breed of fowls almost entirely without feathers. Some of them wore jackets of cloth like an Italian greyhound, whether that was the effect of disease or not, we did not pause to learn for hearing that a case of small pox, either was now or had recently been in some part of excavation, we took ourselves off as fast as possible. During our ride to-day my donkey fell into one of the numerous mummy pits, which abound in the neighbourhood of Thebes. It fortunately was not very deep and I soon scrambled out none the worse. The poor donkey however had to be assisted in regaining the upper earth.

25th.—Paid visits to some of our neighbours, and lunched on board the Canopus now returned to the east side. Then rode to Carnac where Abrams was busy taking paper impressions of Hieroglyphics for our artist. Rode home by another route passing many extensive ruins and many figures of the Goddess Pasht, executed in black porphyry.

26th.—On going on shore met the two gentlemen who were with Miss W. whose boats are now here. They told me that it had been arranged that divine service should take place in the house of the Prussian consular agent at 11h. a.m. For this occasion only I agreed to act as bellman to summon the congregation. In default of a bell, it was agreed that three guns should be fired a little before the hour, so that the occupants of all the dahabeeahs along the bank, might have due warning. There are now nine boats lying at Luxor, and these produced a congregation of somewhere about twenty souls. As three clergymen were present the service was performed with all due solemnity. The room a large one, was very handsomely decorated with Persian carpets, and a

liberal supply of incense was burned by the Copt's servant, not as a religious observance but merely to improve the atmosphere, possibly polluted by the number of mummies kept by his master in pursuance of his trade as a dealer in antiquities. Miss W's chaplain preached and as usual chose his text from Old Testament story. It was Saul's interview with Samuel and the witch of Endor. After treating the subject very sensible he took the opportunity of hitting the spiritualists and their adherents very hard indeed. On coming out T. and I. fell in with our Yankee friend Mr. Smith, who had been present for the first time apparently at an English service, for he was quite scandalised at the number of prayers for the Queen, the Royal Family, the nobles and other dignitaries. He declared all the prayers were for the privileged classes, and that the rest of the people might go to the mischief if they liked, without anybody caring.

Miss Beaufort in her most entertaining book "Egyptian Sepulchres and Syrian Shrines," complains that after her being burnt out of house and home by the destruction of her boat by fire at Edfou, she applied for assistance in the way of clothes from the female occupants of the dahabeeahs she found at Luxor on her way down, and that all the response she got, was *one hook and eye*. Had she been here now I think she would have fared better. At least some of the ladies of our congregation to-day, were so handsomely dressed that their wardrobes betokened a plentiful store, from which aid to the needy might have been easily spared. Miss W. as usual was elegantly attired and did certainly no disgrace to the skill of the two ladies maids she has with her.

After dinner we started for our further descent of the river, but the wind being against us we made but little progress.

(To be continued.)

YACHTING IN THE DOG-DAYS.

It was a rough and squally evening as the sloop yacht Vivid, dropped down from her mooring and anchored in the little harbour of Hull, so as to be ready for an early start the next day. The signs were not propitious, and the crew, five in all, turned in for the night, anticipating a rough run to Provincetown.

Soon after daylight, heads were protruded from the cabin scuttle, and quickly withdrawn with an expression of disgust, as a dim vista of fog appeared before their respective eyes.

"No use to get up," proclaims the captain, so over we turn and resume our slumbers. At eight, the steward announces breakfast and all hands "fall to," discussing the viands and the prospect together.

Over our pipes, it is voted, *non con*, to remain where we are till a change takes place and the captain forthwith departs for the shore. The gunner, whose responsible office has not yet called for his services, overhauls his fishing tackle and is shortly joined by the steward; but their efforts are of small avail, as a number of sculpins and a small lobster are all that reward their exertions.

The artist who has been engaged at enormous expense to illustrate this log, looks up his books and sharpens his pencil. At noon, the fog cleared; our recreant skipper returned on board and we got under way at 12h. 50m. under double-reefed mainsail and whole jib, frantically waving our handkerchiefs in response to the adieus of the ladies ashore.

The wind was S.W. to S.S.W.; strong and squally. Clearing the boiling Gut, we ran swiftly down channel with the ebb tides. Off the Oregon House the gunner was instructed to salute and the mate suggested that as the sun was "over the foreyard" and we were in the vicinity of Toddy Rocks, we had best profit by the hint conveyed in the name and drink to all poor folks on shore.

In response, the steward's shining face and glistening ivories appear in the companion-way, and each man is requested to name his "particular vanity."

Something over half-an-hour brings us up with the bell-boat on Harding's Ledge, tolling dolefully as she rolls in the swell, and by-and-bye we came up with Minott's; the sturdy granite tower that warns the mariner off the rocky shores of Cohasset.

Below this the shore changes its character and becomes a low sandy beach. Our course lays across the bay south-east, so we steer S.E.b.S. to counteract lee way and the ebb tide. At 2h. p.m. the wind fell a little and an hour after we shook out the reefs and set the whole mainsail; the land appearing a low line, except the comparatively lofty Gurnet on our weather bow.

A couple of hours later the wind freshened considerably, and we passed a Turk's Island brig, bound in; a regular red box, which was sketched by the artist.

A look ahead with the glass showed us the extremity of Cape Cod, our destination, and as the wind was now pretty strong we drove rapidly through the water. Nearing Long Point, the breeze increased to half-a-gale and the sea rose very fast, so that at times the little craft was heavily pressed. Not caring to reef when so near our haven, we held on;

the water dancing up through the top of the centre-board well in a very lively manner, in spite of towels and other stuffing. Now and then a sea would tumble over the bow, and one of them displacing the fore-hatch, christened the steward so lavishly as to start him out of the fore-castle in a very unceremonious manner.

Off the Point, we found a very heavy sea and as it was necessary to get the boom over to starboard, we came about, not caring to jibe in so strong a breeze. A few minutes more took us into the big hole in a sand heap called Provincetown harbour and we let go our anchor near the wharf. After securing the sails and making all snug, we were abundantly able to do full justice to the smoking meal which our culinary artist displayed on the table.

In his efforts to get a smoke, the gunner shoved his fist through the bottom of the tobacco box, depositing our supply of the fragrant weed on the cabin floor. The "burnt offering" being completed, the captain sought his repose in the tiny stateroom on the starboard hand, the gunner stretched his weary limbs in the port one, while the artist and mate retired to their bunks in the eight-foot cabin.

After a good sleep, we were delighted to find the weather clear, with a pleasant W.b.S. breeze. While making preparations for departure, the gunner—hungry soul!—descried an incoming fisherman and a brief negotiation resulted in the transferring of sundry fat mackarel to the yacht's provision locker. A number of the catch were rendered unfit for market by the ravages of squid; curiously ugly creatures, with long tentacles, or suckers, with which they extract large pieces of the flesh when they are netted together.

The best side of Provincetown being the outside, we did not go ashore and at 7h. 40m. got under-way, under mainsail and jib; hauling on the wind soon after passing Long Point Light. There was some swell outside, though not enough to disturb the dishes as we ate our breakfast while running along shore. Soon after nine we came up with Race Point, and in about an hour it began to rain. Thunder and some heavy showers visited us at intervals, which killed the wind, and at 11h. as the sun was announced "over the foreyard," the breeze shifted to W.S.W. At 11h. 20m. a.m. passed Highland Light, raining hard. The weather now looked very threatening, so we luffed up and took two reefs in the mainsail. Scarcely was the operation completed, when the wind died out entirely. Thinking that Æolus might be taking breath for a new departure, we waited awhile, but no change occurring by noon, we shook out the reefs.

Getting a light breeze we jogged quietly in, and at 1h. 30m. p.m.,

Nanset Lights abeam; passed a sloop yacht bound in. At 2h. 45m. wind N.b.W. light, set the gaff-topsail which helped us a little until off Chatham, when it fell calm. The artist whistled, stamped, tore his hair, sketched the neighbouring objects and performed other aggravating and objectionable feats in order to stir up old Boreas, but without avail. The gunner nobly seconded his efforts, barring the sketching, which he considers *infra dig*, classing artists with sign painters, whitewashers, *et id genus omne*.

The captain avowed his intention to "fight it out in that line" if it took all night and ordered the mate; (who was yawning the top of his head off) to go below. That officer did not need a second intimation, but descended forthwith and was soon followed by the artist.

There was considerable swell in the neighbourhood of the Shoals and the yacht rolled, pitched, tumbled and performed a variety of marine gymnastics in apparent emulation of the monsters of the deep, one or two of which we occasionally saw in the distance. Old Father Neptune tried all his tricks to upset the equanimity of his votaries, but was signally defeated.

Weather thick and hazy, deepening into fog. Nearly calm till 10h. 30m. the sloop barely having steerage way. At 10h. 30m. p.m. the fog lifted and showed Chatham Lights about eight miles astern, and Pollock Rip Lightship right ahead. A number of vessels were round about us, some at anchor, others under way. The wind breezing up, we soon passed Pollock Rip, going fast, and shaped a course W.S.W. by compass for the Handkerchief, but by some marine jugglery for which we are unable to account, we found ourselves near Great Point, Nantucket.

Whether or not the aggravations of our "sketchist" had riled Father Neptune and he had thus revenged himself, we are unable satisfactorily to determine, but the artist being threatened with a rope's end and a diet of salt horse and shingles in case of further trouble, we hope to get on better hereafter.

Since then he has confined himself to objects of a non-marine character and has depicted the gunner "busting" the tobacco box, our culinary artist, and lastly, the author of these lines, whose personal appearance he has most shamefully caricatured.

Shortly before reaching Great Point, the mate was requested to "show a leg," (nautical for coming on deck.) He showed two, encased in a pair of old pantaloons, embellished with sundry holes, very useful for ventilation, though quite unnecessary in the strong northerly squall now sweeping down on us. The artist was also requested to lend his

valuable aid and the mainsail was lowered. During the execution of this duty, the writer regrets to say that he got his boots full of water, which caused him to anathematize heartily the weather, the chronicling of which he hopes will be regarded as a sufficient penalty. The squall was sharp, so the jib was hauled down and secured by the steward in a style that showed no less skill as a sailor than as a concocter of stew and puddings. It may be remarked, *par parenthèse*, that his stick-jaw pudding with hair oil sauce is excellent, and has materially tended to the well-being of the relator of this veracious history. Securing the mainsail, we hoisted the jib and ran in under the lee of Great Point, the captain and mate "flying the blue pigeon," (heaving the lead) until a reasonable depth was reached, when we anchored in four fathoms at 2h. 45m. a.m. Getting a second anchor over as a precautionary measure, all hands turned in.

While taking in sail in the squall, the mate's hat was lost overboard. Such an event would not ordinarily be worth mentioning in a document of this grave character, but this was a hat of no ordinary kind. True, it was old and dilapidated, but its picturesque appearance was the delight of the artist's soul and its sudden essay in navigating on its own hook produced a feeling of melancholy which cocktails, ginger ale, stick-jaw pudding and even soda water, have failed to dissipate. It even troubled his sleep and the crew have endeavoured by conversation of a light and cheerful character to lead his thoughts in another course. Camp meeting now occupies his mind and we expect he will shortly invest in a second hand suit of black clothes, a dilapidated chimney-pot hat, and a dirty white choker, and will take passage in the good sloop "Ellen M." accompanied by a *yaller* chest of coffin-like build, loaded with psalm books, tracts, salt fish and onions.

The sun was high when we rose the next morning, and we were glad to find the weather fine and clear, with a pleasant easterly wind; weighed anchor at noon and found it confoundedly heavy. The captain occupied himself in cleaning the gun. He got it very clean and himself dirty in proportion. The same may be said of the gunner, who devoted his talents to the swivel. Approaching the Tuckernuck Shoal we found the swell very heavy; and as we were running free, the boom dipped into the water with every roll. Occasionally, an exclamation of impatience would proceed from the forecastle, as the steward's pots and pans would lose their equilibrium, and were it not that his hard-shell baptist teachings forbid, it is to be feared that his remarks would not unfrequently take the form of an oath. Swearing and piety are not compatible, and

the sober gentleman's efforts to express adequately his feelings and steer clear of profanity are inexpressibly comical.

At three in the afternoon we were off Cross Rip, where the gunner's industry was rewarded by the capture of a blue fish. The wind hauling to south and then to south-west, we trimmed the sheets aft and ran along the Hedge Fence Shoal, following, coming up with, and leaving a fleet of coasters. After clearing the buoy on the west end of the shore, we bore up for Falmouth.

At this time, the custodian of our battery found, to his grief and horror, a hole in his breeches. The writer kindly offered to stop it with a cork; a proposal he regrets to say, that was rejected with scorn. Nearing our destination, we observed a sloop going in and as we were unacquainted with the place, the yacht was "hove-to" to watch her manœuvres. Presently, she luffed up; took in the mainsail and ran in under jib alone; an example which we followed, and made fast to a small schooner in the little basin. The evening was spent ashore in company with the gunner's family and friends.

During the night we were roused out two or three times, once the wind obliged us to get out a heavier line for security, and again a new arrival desired to get in, but there was no room, so he had to wait till the Camp meeting sloop hauled out.

After breakfast, the steward gave us a sermon. He says if we had faith, we need not reef in a blow; but we prefer to trust the reef points, a conclusion he fully coincides in, so far as we are concerned. That disciple of Brillat Savarin evidently regards us a set of heathens, and hints distantly at a prospective residence in another and hotter world, if we don't mend our ways. Doubtless the artist is responsible for a good deal of this, as it is well known that such company is demoralizing. The writer feels it himself, but hopes to escape unscathed owing to natural good impulses and early education.

The juvenile gunner *ætat* 3, has just come on board. He is rapidly acquiring a sea roll and demands a chew of tobacco. The artist is on deck sketching—heaven knows what.

The gunner's better-half was good enough to invite the mate and artist to drive around and see the adjacent country, kindly volunteering to act as pilot.

The writer thankfully records his safe return, which he does *not* ascribe to the driver, whose reckless handling of his fiery steed he strongly condemns. On various occasions he suffered the yoke lines to get under the animals taffrail. Suggesting the catastrophe which would ensue in case the yacht's topmast should get under the main boom or

the centre-board usurp the position of the bowsprit. The impossibility of such occurrences will at once suggest to the thinking mind the greater security of a yacht as a source of amusement or means of locomotion !

In the course of our ride, it was noticeable that the most carefully tended building was the poor house, a circumstance which led us to suppose that its guardians had an eye to a future time when they might themselves be among its occupants. On the way back, a purchase was made of some chickens, the value of which was placed by the old lady at sundry dollars and sixty-five cents; a statement which was corrected by a sharp voice from an inner room calling "sixty six cents mother."

Proceeding on board the crew was reinforced by Mrs—Gunner, we will say, and in consequence the yacht was in her best behaviour. Favored with a pleasant breeze ranging from west to W.b.N., we passed Nobska light in company with a small "greasepot," used by Uncle Sam's bug-hunters for dredging, and at 3h. p.m. let go our anchor in the cozy little harbour of Wood's Hole.

After dinner a visit was paid to some friends ashore. The captain and artist had their heads turned to a serious extent by the vision of a crew of young ladies pulling by. The gunner and mate, old married men, "knowing how it is themselves," were less seriously affected.

At 5h. 45m. p.m. weighed anchor and started for Oak Bluffs. At this moment the captain is at the helm, our lady passenger is watching the process of steering being greatly edified thereby; the gunner looks on serenely and superintends a blue fish line, while the artist is misconducting himself in his usual manner by sketching a mysterious article appertaining to the writer. The mate is below, bending all his energies to the concoction of this yarn, the imperfections of which he trusts will be laid to the fearful sea-sickness under which he constantly labours. He only trusts himself to the briny with the distant hope that he may by example and precept, make a decent christian of the artist; a hope in which all his friends earnestly participate.

At sunset the wind fell very light and it was nearly eleven o'clock when we anchored off the East Chop. The night was splendid, rather hazy, but clear enough to show the new moon and the firmament, studded with its myriad stars.

The captain cleared out his state-room for Mrs G., making the cabin look like a Jew old clo' shop.

Got under way next day at 9h. 30m. a.m., wind north-west, a good breeze and "came to" in an hour off Oak Bluffs, in company with several other yachts. The artist has been endeavouring to impart to a

sketch (not likeness) of Mrs Gunner, the proper pleasing expression, but has only succeeded in giving the observer the idea of toothache or neuralgia. Such is his lamentable lack of proper feeling that his failure does not distress him in the least; arguing a pitch of depravity shocking to contemplate.

The bachelors of the crew have gone "bluffing," i.e. making the acquaintance of the younger feminine camp dwellers, which results in flirting, psalm houlng, ice cream devouring, lemonade swigging, peanut munching, and other enormities too numerous to mention.

The steward has just been ashore to buy bread, and says he saw one parson holding forth, but no congregation, although a number of people were strolling near by. He expressed an opinion the "God A'mity goin' to cuss dis place."

While ashore in the afternoon, the party wished to counteract the heat by a ration of ice cream, but the vendor of that compound declined to supply them unless they also purchased mince-pie. Bearing in mind Sam Weller's dictum that such edibles are only good "when you knows the lady as made 'em," they declined the luxury. Returned to Wood's Hole in the evening.

The following morning the yacht sailed at 11h. a.m. with a goodly company of young ladies, and with a pilot in charge, ran rapidly through the crooked, rocky and dangerous passage called Wood's Hole, took a peep at the pretty harbour in the island of Nanston, and returned. Coming back, we were entertained by the sportive gambols of a large shoal of porpoises.

A desire being expressed to learn the altitude of the artist, the mate endeavoured to ascertain it by means of his sextant, but the instrument being somewhat imperfect, his efforts were not crowned with success. Suffice it to say, that he occupies the whole of one side of the cabin, and the jack-knife elegance with which he shuts himself up on descending into that abode of bliss would move with envy the soul of the Kentucky giant.

In the afternoon the party made a pedestrian excursion to Nobska, the mate signaling himself by tumbling into a ditch. One of the young ladies favoured the artist with a shovel-ful of sand down the back of his neck and another one kindly did the same for the writer. The former gentleman took a sketch of the lighthouse, which looks like a cross between a parrot cage and a candy cottage.

Before leaving, the steward reported a lack of ice, when, with the promptitude which is a distinguishing feature of his character, the gunner volunteered to rob an ice-house, which burglarious feat he per-

formed in a style worthy of the late lamented Bill Sykes. On this occasion the steward graduated in this fascinating science, acting under the orders of the gunner. Since the event, his conscience has been very troublesome and the groans which at intervals proceed from the fore-castle are worthy of a first-class ghost.

At 10h. 30m. a.m. the day after, the young ladies accompanied by their father and mother, came on board with a supply of provisions large enough for a respectable hotel. We got under-way at once, wind south-east to east, and with a favouring tide ran over to Vineyard Haven, where we anchored at 11h. 45m. a.m. Went ashore and rode to the camp ground and back. The gunner brought on board a *tin cow* (can of condensed milk) and a stock of kitten pies, which, with the other eatables, graced the sloop's table. The manner in which the provender disappeared was marvellous and rivalled the juggling feats of Herman or Blitz. The gentleman from Wood's Hole had no appetite whatever, at least he said so, nevertheless the pie and other articles sensibly diminished under his attack. The captain was too busy with the ladies to do his best. The mate said little but thought a good deal, and ate more. As to the artist, he owes the preservation of his life to the faithful manner in which his tailor built his pantaloons, nothing but the immense strength of the waistband preventing an explosion. The mate regrets not meeting the Rev. Mr. Stiggins, but as our visit was early probably the Rev. gentleman had not recovered from his over-night potations of pineapple rum. Seated in the balcony of the Pawnee House we had a good view of a firm of darkey boot blacks whose nigger-minstrel swing and camp-meeting shine provoked universal admiration, and on the other side we were entertained with reviewing the arrivals. The bags, bundles, trunks and valises used for the conveyance of the household gods of this motley crew were an endless source of amusement. One individual was the owner of a bag that nothing short of a blue-fish line or a fire ladder could ever reach the bottom of, and how the contents are withdrawn is a mystery impossible to penetrate.

It may be well to warn visitors that smoking is regarded as a sign of want of grace, and the faithful appear to regard watching their proceedings in an uncomplimentary light.

Our run back across the sound was most delightful. The wind was dead aft, and with mainsail and topsail on one side and studding sail on the other, the little yacht —, a pyramid of canvas, stole rapidly through the smooth water. Probably the sloop's wake was not as near a straight line as it might be, as our fair visitors were on deck and bright eyes and trim figures are terribly distracting.

The writer fought the mosquitoes all night. The small pests abstracted a barrel, more or less, of his circulating fluid, and to day the pallor of his visage is only equalled by the whiteness of the sails. Part of this may be attributed to terror, as one of his tormentors picked him up and shook him, or he dreamed it.

After a night's repose we were favored with a visit from David, not he of the sling and stone but a juvenile of African descent, who bore a splendid omelet, a loaf about the size of Dumpling Rock and sundry other comestibles to which the crew soon devoted themselves. The steward capsized the milk over the captain who struggled frantically and was only rescued from an untimely end by the courageous conduct of the artist, who boldly plunged into the raging flood and dragged the victim forth. The mate, who was sitting near, feels the profoundest gratitude for his escape, as he would doubtless have perished from lack of thatch on the top of his skull.

While in the Vineyard the captain and gunner called in a " tonsorial artist." If he had been simply a barber he would have cut their hair, but owning such a formidable patronymic it was necessary to do something different, so he ran a mowing machine over their heads while they sat and shivered in speechless terror. Barring a sort of penitentiary style the captain's thatch looks pretty well, but the gunners has the appearance of having been gnawed by rats.

At an early hour we left Wood's Hole accompanied by a gentleman resident there, and with mainsail and topsail on one side, and balloon-jib set as a stunsail on the other, ran through Wood's Hole on our way to New Bedford, where we arrived without incident worth mentioning. Went ashore and rode around the city and vicinity. The mate received letters from his wife which have alleviated the melancholy under which he has lately laboured, as the doleful tone of this log will amply testify.

8h. a.m. went ashore for provisions. The potatoes still hold out, plainly showing the temperate habits of the crew. The mate fearful for his "store clothes" and the captain's complexion, took the yacht's umbrella, which he believes to be the identical one carried by Mrs. Gamp that is the umbrella not the complexion. Left our anchorage at 11h. 30m. a.m., pleasant breeze, rather foggy. The mate got his *Oh-no-we-never-mention-ems* wet in securing the anchor, he wanted to sit on the stove to dry them but the steward objected.

Ran through Wood's Hole without a pilot under the skilful handling of the captain.

That gentleman and the artist went to church in the afternoon, it is needless to say in company with the ladies. The service usually lasts

ten minutes but as the erudite parson does not often get a whack at a yachtsman he gave them an extra dose, and they returned with jaws nearly dislocated from excessive yawning. The artist's "potatoe trap" was distended far beyond its usual ample dimensions, and its appearance in yawning suggested the opening of a chest.

The day of our departure having arrived we prepare to leave and the young ladies man their boat to see us off, presenting a charming vision of youth and beauty such as the writer will not attempt to describe, confessing the inability of his feeble pen to do it justice.

With a parting gun up goes the jib and the yacht is away. Rounding the point we wave our handkerchiefs once more and square away for Falmouth to pick up the gunner, who left over night. The wind and sea increased rapidly, and when we luffed up off the harbour, fetching off the gunner was a ticklish job. It was, however, safely accomplished, and the yacht was kept away for Hyannis, where we came to anchor at 2h. 45m. p.m.

As half-a-dozen vehicles appeared on the wharf as soon as we anchored we are inclined to believe that the founders of this village considerably placed it at such a distance from the wharf in order that a large proportion of the inhabitants might gain a living by the conveyance of passengers to and from the steamer. The people seem to do nothing and thrive on it. Everybody loaf and the rest keep them.

Horse food appears to be expensive, at least so we infer, as the tops of all the hitching posts are chewed to a fine point. It is just possible that Cape Cod horses partake of the whitling propensities of their owners and take to their teeth in lieu of jack knives. The artist has again sketched the writer, and on the latter gentleman remarking the customary absence of any similarity between the original and the sketch, the graceless rascal regardless of the mate's venerable appearance, called him "a bald headed cuss."

In the evening it rained heavily and the gunner decided to return to the bosom of his family. Taking a touching farewell of the captain and crew and a nip to keep out the wet he departed, leaving the author in a state of mind bordering on distraction. The charming manner in which he performed the duties of his responsible office, the tender care he exercised over the jib, the fatherly manner in which he ropes-ended the artist, the delicacy with which he handled the *tin cow*, and last but not least, the bold and reckless manner in which he burglariously entered the ice house for the benefit of the crew, endeared him to us all. The yacht's towels are bedewed with tears and the mate finds that the blue of his shirt is about equally distributed between that useful garment and his own sunburnt visage.

The succeeding day broke cloudy and lowering much to our vexation, as we hoped to make a good run and perhaps get to Boston by midnight.

Got under way at 5h. 30m. a.m., wind south, light. After one or two tacks the breeze left us entirely and we drifted back with the flowing tide. In about an hour there was a trifle more wind, with heavy showers and intervals of calm. At 8h. a.m. we were in range with Point Gammon and the Bishop and Clerk's Lighthouse, wind increasing. Ran along merrily for an hour, when the wind fell light once more and we anchored at noon.

The artist has made a sketch of the steward, and as that important functionary is "stern on," the resemblance is pretty good. While waiting for a pilot to take us through the "dreen," the captain repaired a leak in the stem. He reports he has deposited therein four pounds of putty and a bale of oakum. Marine discipline does not admit of our indulging in incredulity, so we can only wonder at the capacity of a three-quarter inch hole, which already contains an iron rod of nearly that diameter.

Pilot came on board about 5h. p.m., and we got under-way at once, dodging about "like a dog in a fair" in the narrow winding channel, the afore-mentioned official perched on the end of the bowsprit, the more easily to discern the color of the water. By-and-bye the yacht struck and remained some minutes, the strong tide boiling under her lee like a mill race. The bottom was distinctly visible, far more so than the sky, and countless crabs were scuttling to and fro. By dint of poling, working sails and the aid of the rising tide we floated; went on a little way and then underwent a similar experience. The fog now set in thicker than ever, and as the pilot was in a hurry to get back, he assured us we could not possibly go wrong and having obtained his fee departed. Slightly touching on another shoal, we reached the anchorage at 7h. 15m. p.m.

Early the following day the pilot came off to take us to sea, but as it blew a gale from south-west, he advised us to cross the inner bar and lay there till the blow abated, so we tripped our anchor, hoisted the jib and having crossed the bar, "came to" near a large lobster smack.

Here we lay all day close to the roaring breakers, but tolerably comfortable, as the sea did not come in much except on the flood tide. The smack's crew came on board, one of whom was a small boy, principally remarkable for his kleptomaniac propensities.

The hardy mariners after taking several observations through the bottom of a tumbler, advised us by all means to stay where we were and they remained on board all day. In response to sundry queries, our informants say the people in this dreary region literally do nothing

in winter but gossip in the village stores. One Cape Codder says "we skin eels when we catch any, and when we don't, we skin each other." Cheerful prospect !

At 8h. p.m. blowing like thunder ! the yacht heeling a couple of streaks with the force of the wind. Over head the scud flew with tremendous rapidity, the barometer fell and there was every prospect of a dirty night. Let go a second anchor and veered out a good scope on both cables.

On the flood tide it was very rough and the yacht pitched and rolled heavily, now and then "fetching up" with a tremendous jerk on the cables. That's the time to feel that you have good ground tackle !

We afterwards found the blow had been very severe ashore and had done considerable injury.

After such a night we were glad to see the morning bright and clear, with a pleasant breeze from N.b.W. Pilot came on board at 7h.30m. a.m. and by 8h. we were clear of all danger. Keeping off shore a few minutes, we hauled close on the wind and stood on our course, amidst a fleet of small craft bound to Crab Ledge, fishing.

There was a good deal of sea after the rough night, which shook the wind out of the sails and retarded our progress. After several tacks the wind hauled to the eastward, and at 11h. 30m. we set the gaff-topsail. At noon, we were off Nanset, steering along the land; wind north-east to east.

At 3h. 20m. p.m., off Highland Light. Captain aloft securing gaff-topsail seizing, rather ticklish work in such a roll. At times, in spite of the utmost care in steering, he would have to hold on with both hands, and his legs to boot. Miserable dinner ! as nothing was to be had at Chatham, they eat nothing there but fish and lobsters, and even the former cannot be got on Monday, so we are reduced to shellback, corn, "Tipperary grapes" and a pudding, promising ourselves to fetch up leeway when we get ashore.

At 4h. 30m. p.m. wind aft, still light, set balloon jib as a studding-sail. 5h. p.m. off Race Point, going well, but rolling hard. The Gurnet in sight.

Captain opines the coming home after a cruise is a part that ought to be omitted. As to the artist, he is too sleepy to have any opinion on any subject whatever.

The steward rejoices at the prospect of returning to a christian country, having a strong antipathy to Cape Cod and all its belongings. Sighted Minot's at sunset; 10h. p.m. wind shifted to S.S.W., took in stunsail and jibed. Passed Minot's 10h. 15m.; Boston Light 11h. 40m.

At midnight, the sky clouded up, and at 1h. a.m. the wind shifted to south-east, the scud aloft still flying from the old quarter. Cold, tired and hungry, the anchorage was reached at 1h. 40m. a.m. and without any loss of time, everything was made snug and we turned in for our last nap on the cruise.

H.B.J.

YACHTING ON LOUGH CORRIB.

Stand by lads, to haul on each halliard and sheet,
Our swift little yacht is Queen of the fleet,
The good breezes curling the foam crested sea,
And she'll soon leave the best of them under her lee,
Then flies the Blue peter ! Ha ! there goes the gun,
Hoist jib and foresail ; well done lads, well done,
A good craft, a stiff breeze, a crest tossing sea,
And a staunch hearted crew leave dull care on the lee.

M. J. BARRY.

I send you a rough account of the regatta held on Lough Corrib in the year 1870 and 1871, in hopes that it may interest some of your readers, particularly those to whom the splendid little clipper "Haidee" is already known, and perhaps induce one of them to launch a small yacht on this beautiful lake, Lough Corrib is well known and far famed for its scenery, which for variety and grandeur is unequalled, or certainly unsurpassed by any lake in Ireland, we might almost say in the three Kingdoms, its many islands and beautifully surrounding mountains strike the stranger most forcibly and remind one at the narrow parts of the windings of the "lovely Rhine," and in the wider parts of the splendour of Loch Lomond. There are now eight sailing and three steam yachts on these waters, but there are still good harbours and plenty of sailing room for many more.

August 16th, 1870, was the day fixed for the coming off of the long expected event, namely the race for the Lough Corrib Cup, the second yacht also receiving a prize. Five yachts entered to run for the cup, drew for berths, and were placed in the following order :—Gem 11 tons, cutter, John Wilson Lynch, Esq., owner ; Elfin 12 tons, schooner, Captain Saumarez, 14th Hussars ; Fairy 8 tons, cutter, Charles Lynch, Esq. ; Lurline cutter, 11½ tons Major Lindsay, 3rd Dragoon Guards ; Haidee 8 tons, cutter, Henry Jackson, Esq.

The three last yachts namely :—Fairy, Lurline, and Haidee were the only ones that came to the starting buoys off Outerarde pier. The course was round Inishool, Cassafoor, Hag's Shallow, Inchaguile, leaving all these islands on the port hand, leaving the island of Inishamboe on the starboard hand and winning off Outerarde. Wind was E.S.E. and a dead beat to Inishool.

The Lurline led out of the bay, under her three sails and square-headed topsail, Fairy second under her three sails, Haidee last, (as her berth was

to leeward of the lot), under three sails and square-headed topsail which she carried right round the course. Haidee soon overhauled the Fairy, and passed her at the point of Inishool and then went to windward of the Lurline and so became the leading boat, Fairy second, having overhauled Lurline. At the point of Cassafoor, they had the wind free to Inchaguile, a run of seven miles. All three yachts got up balloon jibs, Fairy her square-headed topsail and Lurline a flying jib.

It was a beautiful sight to see these three little clippers, staggering under every inch of canvas they could carry and plenty of water on deck, till they got to Inchaguile from which they had to beat home, here all three shifted balloon for working jibs, Fairy and Lurline dousing topsails, Haidee holding on to hers.

When off Inchaguile Haidee with a strong lead carried away her jib out-haul, which was smartly set to rights by sending a man out and lashing jib to bowsprit end, however while this was being done, the Fairy came up hand over hand and shortly after passed the Haidee on one of her tacks, the Fairy's reign of lead was however of short duration for the Haidee quickly making up the time she had lost soon passed her and came in first with a lead of about a quarter-of-a-mile. Fairy second with a flag of protest in her rigging, the protest being that the Haidee had fouled her, which accusation the Haidee's crew stoutly denied.

There was much hard swearing on both sides, and it was decided the race should be run over again by the Fairy and Haidee to decide the matter, the Lurline having given up the race and run home when a little more than half way round the course. August 22nd was the day fixed for the match. There were also many prizes given during the day for gig and punt races, but what caused the most merriment was the women's race, pulled with a will by stout specimens of the Hibernian race in their scarlet jackets and petticoats which presented a very novel appearance, and loud were the cheers when the victorious boat came to the winning post.

The second day of the regatta of August 1870 was a dead calm, however notwithstanding the want of wind the open sailing boats and trading boats managed to get round the course. The prize for the open sailing boats was a five guinea cup and was carried off by Major Hughes, 54th regiment in his pretty little yawl, on this day as on the first there were many pulling matches and duck hunts.

I must now describe the match between the Fairy and Haidee which we natives considered the great race of the year.

As I before mentioned August 22nd was the day fixed, and at the appointed hour the Fairy and Haidee were again at their buoys, to fight for the lead of the lake. It was a very rough and stormy day, with frequent heavy squalls so much so that both yachts had at one time two reefs in their bowsprits, and three reefs down in their mainsails and sent all their spare racing spars ashore, as they both thought they were in for a regular dusting match. At three o'clock however, it had sobered down a bit and both yachts got their bowsprits out again before starting.

The starting signal being given both got off under snug canvas and commenced their long beat to Inchaguile, the wind being north-west, the course being the same as on the regatta day, except that they started from and won at Inishamboe instead of Outerarde.

Fairy started with one reef down, second jib, and topmast housed, Haidee too reefs down, second jib and topmast housed, when off Cassafoor, Haidee shook out both reefs, Fairy following suit with her one reef, the latter keeping the lead.

At Hag's Shallow, Haidee got her topmast on end and set square-header and off Inishbona passed Fairy to windward and walked away from her like one o'clock.

Once round Inchaguile it was a run home with the wind dead aft, and as soon as the Haidee had weathered the point of that island she set her balloon jib which she boomed out and ran down to Inishamboe without a jibe. On the run from the point of Inchaguile home the Fairy found it necessary to jibe twice, she also hoisted her balloon-jib and jib-headed topsail. Much excitement prevailed on shore as the two racers neared the winning post, bets being offered and taken freely by the well wishers of each boat. It was very soon evident which yacht was to be the victor as the Haidee seemed to leap from wave to wave as she increased the distance between herself and the Fairy, and passed the flag-boat about 300 or 400 yards ahead of the Fairy. Thus ended two hard and well fought races for the Lough Corrib Cup of 1870.

LOUGH CORRIB REGATTA, 1871.

Strain taut on the peak lads, down with the tack,
 She's round now, sheet home though your cordage should crack,
 Take a pull on jib purchase and in with the stay,
 She flies like a flash through the white cloud of spray
 Though under the water our lee gunwale lies,
 Dry decks are bad omens, my lads for the prize,
 A good heart, a stiff breeze, a crest tossing sea,
 And a staunch hearted crew leave dull care on the lee.

M. J. BARRY.

The first day, August the 18th, was the day on which the yachts were to run for their prize which was a silver claret jug value £15.

Although many yachts were to have sailed for this prize only two came to the scratch, drew for berths and were placed as follows:—1st, Fairy 8 tons, cutter, Charles Lynch, Esq.; 2nd, Haidie, 8 tons, cutter, Henry Jackson, Esq.

It was a fine day with a light breeze from W.b.N. the course being from Outerarde to either side of Aydee Shallow, then to Inishool, Cassafoor, Hags Shallow and Inchaguile, leaving these islands on the port hand. From thence to Inishamboe which was to be left on starboard hand, rounding Aydee Shallow and winning off Outerarde pier, course about twenty-four miles long.

The Regatta course on Loch Corrib is very harrassing to the crew of a

yacht, inasmuch as the distances from one point to another are so very short, that it necessarily entails frequent shifting of canvas. On the gun being fired Haidee got off first, under whole sail, balloon topsail, balloon jib, and spinnaker. Fairy under same sail excepting her spinnaker which she did not hoist although she had it on board. I must here mention that the management of the Haidee during this race was A1. Any yachtsman who took note of the masterly and perfectly confident way in which she was handled by both owner, (who steered her), and crew could have much doubted of her success, neither pains, time, nor money was spared to have her in the most perfect order.

But to return to the race, Haidee took in her spinnaker when she passed Inishool, both yachts jibed at Cassafoor and ran neck and neck to Hag's Shallow, distance four miles.. Here Haidee shifted balloon topsail and jib, and got up in their place a square header and 1st jib for the three miles dead beat up to Inchaguile. Fairy did likewise but did not hoist a topail, Haidee gained considerably on the Fairy on the run up to Inchaguile. On rounding the point of the above named island, both yachts again shifted jibs for the run to Inishamboe which was bang before the wind, distance about five miles.

During the run it came on to blow fresh and Haidee rounded Inishamboe with a strong lead, here she shifted balloon jib for 1st jib, and should have lowered her topsail but did not, for the beat up to Aydee Shallow; distance being only half a mile. Fairy shifted her balloon jib for 1st jib, and the wind favouring her off the island she gained on the Haidee and passed her at Aydee Shallow, when the crew of the latter said she fouled them and hoisted a flag of protest, but as the Haidee won the Cup they did not press it. Away went the yachts again for the second run round, both shifting 1st jibs for balloon jibs, and Fairy hoisting her square headed topsail. It was now blowing still fresher and both yachts had a very heavy gybe round Cassafoor, however nothing went, though it was a sad strain on the cordage, and Haidee managed cleverly to get the inside turn and on the weather side of the Fairy during the gybe.

From this point for a mile or so there was a regular luffing match between these two little cracks, the Fairy trying all the dodges she knew to gain the weather guage, but Haidee would not have it at any price and was at last able to draw out a clear lead of at least thirty yards. At Hag's Shallow the little Haidee lowered square header, balloon jib and topmast, and as quick as thought was again walking hand over hand to windward, snug under her mainsail, foresail, and 2nd jib for the beat up to Inchaguile. Fairy under same canvas but kept her topmast on end which did not help her. In the beat up Haidee gained a good mile to windward of Fairy and rounded Inchaguile with this strong lead; so if no unexpected accident occurred the victor was now for the second time the little Haidee. It was still blowing hard so Haidee held on with the canvas she had set for the run home, which was far away the best thing she could have done, and won the cup easily. Fairy on the other hand when off the point of Inchaguile attempted to hoist

her balloon jib, and just after doing so carried away the hook of block of bobstay fall which made her give up the race.

The next race worthy of note was the open sailing boat race, the course being the same as the yachts, except that it was only once round. The prize this year fell to the lot of the Santa Margarita, four tons cutter, the property of R. C. Lynch-Staunton, Esq. As in former years the day's sport ended with a number of gig races, duck hunts and women's races.

Now ready about boys; down helm, how she spins,
 Let draw, then sheet home, now the tough work begins,
 Stand by for a puff lads, she meets it, hurrah !
 Brave craft you'll have plenty to try for to day,
 Look out boys, yon sea threatens more than its foam,
 Who fears a wet jacket were better at home,
 A good craft, a stiff breeze, a crest tossing sea,
 And a staunch hearted crew leave dull care on the lee.

M. J. BARRY.

The second day of the regatta commenced with a handicap for the yachts and open boats that had run the previous day. Three entered, drew for berths and were placed as follows :—Fairy 8 tons, cutter, C. Lynch Esq. ; Haidee 8 tons, cutter, H. Jackson, Esq. ; Santa Margarita 4 tons, R. C. Lynch-Staunton, Esq. Haidee to give $1\frac{1}{2}$ m., and Santa Margarita $13\frac{1}{2}$ m., Fairy to give Santa Margarita $13\frac{1}{2}$ m.

Wind W.b.N. course the same as before except that it was to be only once round, it was very nearly dead calm. Haidee got off first under whole sail balloon topsail, balloon jib and spinnaker, Fairy same canvas except spinnaker Santa Margarita three sails as she could not set a topsail which of course was a great disadvantage to her particularly as there was very little wind.

All jibed at Cassafoor, wind on the beam to Hags Shallow. At this point Haidee was about 100 yards ahead of Fairy, the latter about the same distance ahead of Santa Margarita.

Haidee now got up square header in place of balloon topsail, and first jib in place of balloon jib for beat up to Inchaguile, Fairy following suit but got up no topsail, Santa Margarita shifting jibs. On rounding Inchaguile Haidee was a mile ahead and ran to point of Inishamboe with spinnaker hoisted from bowsprit end. Fairy getting up her balloon topsail for the same run. After rounding Inishamboe Haidee lowered spinnaker and beating up to Outerarde passed flag-boat far ahead of the other boats and so won the cup; Fairy getting second prize. This is the twenty-second cup the Haidee has won, she was built by Dan Hatcher, and was well known some time since on the Thames, having won seventeen cups on those waters. She is quite a travelled little lady having been out from London to Liverpool by rail to run at a regatta there, where she won some cups and returned by rail to London, and was purchased by a Galway gentleman, and brought round to Galway in mid-winter.

There were many other races on the second day of the regatta, but there are none worthy of notice in particular. A LOUGH CORRIE SAILOR.

Editor's Locker.

ON REGATTA FIXTURES.

February 27th, 1872.

MR. EDITOR.—The committee of the Metropolitan Clubs deserve at the hands of racing gentlemen great praise for having issued their programmes at such an early period, for it is a matter of great consequence to racing men to be able to form the plans of their campaigns as early in the spring as possible. At the same time if not already too late I would suggest that it would be more conducive to sport and insure better entries if the old plan of the channel match from the Nore to Dover on the day after the last schooner match or better still two days after was adhered to and for these reasons. Firstly, that it is inconvenient for yacht owners to keep their vessels so long in the Thames and is a great loss of time to them and a continual source of danger.

Secondly, in consequence of the Mersey Regatta commencing on the 29th of June it becomes impossible for the racing vessels to take part in the channel match to Dover on the 27th June and in the Mersey Regatta on the 29th. The result is bad entries in both places. Now, why waste the valuable time between the last schooner match say on the 18th June and the proposed Dover channel match on the 27th? Why should not the channel match take place on the 20th, even that would only just allow time to get round to the Mersey, for some margin must be allowed for accidents, calms, storms, &c. On the whole it is a pity that the cutter matches do not commence earlier this year as Easter is much earlier. I should have thought that the 16th, 17th and 18th of May would have been the best days for the cutter matches. On the 20th the ocean match to Harwich, 22nd and 24th, Harwich Regatta, 26th return ocean match to Gravesend, then the schooner matches on the 31st, and 1st and 3rd of June. Then the yawl race of the N.T.Y.C. and the R.L.Y.C. 3rd class cutters and commodore's prize open to all rigs and tonnage.

Then the race to Dover when there would be a tremendous entry, a couple of days afterwards the Dover and Boulogne match, and then off to the Mersey.

In short if the yachting season were to commence a fortnight earlier it would be a great gain for both racing men and regatta committees and the season would be far more enjoyable and all the hurry scurry might be avoided, far better entries be obtained and more sport. Racing men would also have a little time to enjoy the beautiful sceneries and the agreeable society in the different places they visit, instead of being forced to rush about day and night from one port to another, arriving scarcely in time for the race with a crew and vessel unprepared, no time to engage extra hands or pilots, a further motive for commencing the season early is that the 12th of August takes many yachtsmen away to Scotland and cuts their season very short. Hoping you will excuse me for taking up so much of your valuable space.

I am &c., F. C.

The Late Thomas W. Keogh, Esq.,

VICE-COMMODORE OF THE ROYAL ALFRED YACHT CLUB.

WE regret much this month to have to record the death of another distinguished yachtsman whose name if not so universally known as the author of Ackers' Signals and Scale of Time, has been long respected especially at the Western yachting stations of the United Kingdom. Mr. Keogh, was nearly all his life a yacht owner and an old member of the Royal Irish, Royal Thames, and Royal Alfred Clubs, and by the latter was for several years annually re-elected to fill the post of the second flag-officer. In the Dove and Secret he never missed a race on the Irish Channel, and set a good example to other owners by usually steering his own vessels. Afterwards flying at higher game he built the Dinorah 40 tons with Fyffe in 1870, and on her turning out a failure as to speed he returned her, and last year had the Eveleen constructed in a great measure on his own designs, and she proved herself by no means a vessel to be despised even by the fastest in her own class. Mr. Keogh's failing health however prevented his taking his usual care in getting her completely fit, and his illness continuing to increase he had lately disposed of his favorite to Pascoe French, Esq., the transfer having been scarcely completed when an attack of malignant small pox, which his enfeebled frame was unable to resist carried him off in the 55th year of his age, to the great regret of his many friends to whom the name of Tom Keogh was long and familiarly known, and who will long and affectionately remember him as a good yachtsman and warm-hearted companion both ashore and afloat.

Death of Captain W. C. Stuart Grant,

IT becomes our melancholy duty to record the death of Captain Grant which took place at Lee in Kent, on February 1st, 1872. This gentleman has efficiently occupied the post of Secretary to the Royal Thames Yacht Club for the last eighteen years, which length of service proves how highly he was respected; he has been failing in health for some time past and in December last resigned his office. To ourselves he has always been most kind and obliging, affording us every assistance in his power whilst compiling our annual *Yacht List* and we deeply regret his death.

MEMORANDA OF YACHT CLUB MEETINGS, &c.

Royal Thames Yacht Club.—The following is the programme for 1872, which will be proposed for confirmation by the members at the annual meeting in March. Sailing programme, 1872.—First (cutter) match, Saturday, 1st June, for cutters of first, second, and third classes belonging to R.T.Y.C.—Second (schooner and yawl) match, Monday, 17th June, for vessels belonging

to R.T.Y.C. First and second classes.—Third (channel) match, Thursday, 27th June, Nore to Dover; open to vessels belonging to any Royal or the New York Yacht Club. H. W. Melliss, Esq. (formerly 94th Regt.,) has been appointed secretary to the club.

Royal Cork Yacht Club.—This Regatta is fixed for July 24th and 25th.

Royal Alfred Yacht Club.—The regatta of the Royal St. George's Yacht Club having been fixed for the 17th and 18th July, the first-class champion cup of this club will be sailed for on the preceding Monday, July 15th, and another match on the 16th. A Corinthian match will be sailed on the 20th June. The annual dinner of this club took place according to custom, at the Antient Concert Rooms, Brunswick-street, Dublin, on the 27th of January, when fifty members and guests sat down to an excellent dinner provided by Messrs. B. and C. Murphy, of Clare-street. In the unavoidable absense of the flag-officers, Messrs. Thompson and Corrigan took the chair and vice-chair; and after the toast of "Her Majesty the Queen," when the National Anthem was finely sung by Mr. M'Gregor Miller, the Chairman gave "His Royal Highness the Prince of Wales, and the rest of the Royal Family," expressing in forcible terms the great gratification of the club at his restoration to health from his late dangerous illness. The Vice-chairman then proposed "His Royal Highness the Duke of Edinburgh, R.N., commodore of the club, and the other flag-officers," warmly eulogised their services, and making special allusion to Mr. Keogh, whose absence from severe illness was much regretted. The next toast was "The Royal Yacht Clubs of the United Kingdom, and all recognised and Foreign Yacht Clubs," and in proposing it the Secretary reminded those present that yachting, as carried on in the present day, was not entirely the butterfly and summer pastime usually imagined, but that, independent of racing and its supposed perils, yachts now cruised all over the world both in winter and summer, and took their fair share of the dangers of wild winds, dark nights, and stormy billows. Yachtsmen, and those too of their own club, had distinguished themselves in situations where nerve, skill and pluck were required, and he saw before him the man who was among the first, if not the first, of living mortals to scale the Eiger and Jungfrau—seats dear to Alpine travellers—and others distinguished as members of hunting and rifle societies; from which he argued that yachting, and especially yacht racing, was not a selfish or entirely engrossing pursuit, but one which all men of spirit and energy could enjoy and distinguish themselves in, and, like the late Mr. Assheton Smith, be equally at home on the horse and in the boat, with the rifle and the tiller, ploughing the waves or rambling over the heights and valleys of Alpine scenery. Messrs. Thompson and Meldon as representing the R. St. George and R.T.Y.C. then returned thanks for the clubs. Several songs, toasts and speeches, by Messrs. D. J. O'Connell, Hayes, Power, Drury, Miller, Kyle and others followed, and the party separated.

Royal Albert Yacht Club.—A loyal address (suggested by Count Batthyany) from the commodore, officers, and members of the Royal Albert Yacht Club has been presented to his Royal Highness the Prince of Wales by his Royal Highness the Duke of Edinburgh, commodore of that club.

Royal Western Yacht Club of England.—The regatta of this club is fixed to take place on Wednesday and Thursday, Aug. 21st and 22nd.

Royal Ulster Yacht Club.—The Regatta of this club will be held in Belfast Lough on the 11th July next.

Torbay.—This regatta is fixed for August 26th and 27th.

Dart Yacht Club.—This regatta will take place August 29th and 30th.

Boston Yacht Club.—At the annual general meeting of the above club, held at the club rooms; White Hart Hotel, Monday evening, February 5th., W. Garfit jun. Esq., in the chair, the following officers were elected for the ensuing year. W. Garfit jun. Esq., commodore, W. E. Lewin, Esq. vice-commodore, F. J. Cresswell, Esq. rear-commodore, J. A. Garfit, Esq., treasurer, T. N. Granes, Esq., secretary. It was resolved "that the secretary should communicate with the various clubs on the East coast, to try and arrange for the several regattas to be held consecutively, if this can be done, the date of the Boston Regatta will be fixed accordingly, and good prizes will be offered for the first class yachts." This club, although it has only been resuscitated, one year, now numbers nearly 100 members, with upwards of 80 yachts, and has a good balance in hand.

Norfolk and Suffolk Yacht Club.—At a general meeting of the members of this club held at Norwich on Saturday, February 3rd, the commodore J. B. Morgan, Esq., in the chair, H. E. Buxton, Esq., was elected commodore, I. Preston jun. Esq., was re-elected vice, and H. Bullard, as rear.

Temple Yacht Club.—The monthly meeting of this club took place on Feb. 7th, the commodore being prevented attending through urgent business elsewhere, the chair was taken by the vice-commodore, faced by the rear-commodore. The principal business of the evening consisted in electing the officers for the year, all the chief officers were unanimously re-elected, and they expressed their readiness to continue their respective offices, after the flattering manner of their re-election.

Junior Thames Yacht Club.—The first annual meeting of this club was held on the 17th. of February at the club-house, Greenhithe; J. A. Limbert, Esq., in the chair. Eight new members were elected, and the following appointments made for the ensuing year:—Commodore J. A. Limbert, Esq.; Vice-commodore J. Fradgley, Esq.; Rear-commodore R. B. Arnold, Esq.; Hon. Treasurer and Sec. J. A. Sparvel-Bayly, Esq. The financial statement made out to the 31st. of December, 1871, shows a balance in hand of £15. 3s. 10d., and all liabilities met. The club now numbers 116 members and sixty yachts. The rules, as amended by a committee appointed for that purpose, were submitted and adopted. It was resolved that the entrance fee to the club be half-a-guinea. Votes of thanks to the Commodore and Hon. Treasurer and Secretary, for their services during the past year, closed the meeting. During the evening prizes were offered by two members of the club, one to be sailed for by non-Thames yachts, and the other by yachts of less than six tons.

In consequence of pressure of matter we were unable to give more than one chapter of the "Cruise of the Siren," which will be resumed in our next.

HUNT'S YACHTING MAGAZINE.

APRIL, 1872.

INTERCOMMUNICATION.

“Nimirum sapere est abjectis utile nugis
Et tempestivum pueris concedere ludum.”

For doubtless wisdom bids us throw away
The trifles and the toys of boyish play.

IN THE letters which form at present our only means of *inter-communication* it seems to be generally admitted that an alteration in the tonnage laws is one of the first steps which should be taken—“L. Y” hints at it, “Sky Blue with a Black Cross” goes so far as to point out that the beam and real draught of water ought to be substituted for beam and half beam, and “G. B. T.” writes an article to show that the cubic contents of a rectangular prism, of the extreme dimensions of the vessel, should be taken to represent its size for the purpose of comparison.

Now as I commenced the subject of tonnage measurement in the January number of this *Magazine* for 1868, continued it in *The Field*, and have from time to time alluded to it in *Land and Water*, I cannot be supposed to be indifferent to so important a matter. After having written a moderate volume on the question however,

I am unwilling to re-open it now at any length, and shall merely remark that my plan was identical in principle with that proposed by "G.B.T.," though differing in minor details. The rectangular prism is I conclude the same thing as the parallelopiped which is the figure I have found to be usually adopted to express the extreme dimensions of a vessel. From the first I referred to Mr. Mc. Adam as the only writer I had met with whose views coincided with my own, and I am surprised that, after so long and public a controversy, the idea is constantly adopted and, to a certain extent, practically carried out, so far at least as measuring the extreme length on the water line is concerned, without any reference to me. "G. B. T." has of course my full concurrence. In fact he uses almost my own words. "This seems fair; the builder chooses to cut away a large quantity of his prism expecting to get speed, &c.," has very much the same meaning as my own form of expression, "If you give a boy a block and he pares away three parts of it in order to gain speed &c." In short the principle is identical, though its application is somewhat different. "G. B. T." may, of course, be quite right, but I can only say that instead of rising from the covering board to the rail, I thought it best to follow the advice given by "Tack-Tackle" and go down to the water line. We are too apt I think to look at vessels as they now are, whereas there can be no question that they would change their form very considerably under a new system of measurement. The object which we should propose to ourselves therefore is to adopt such a rule as would induce good and desirable forms, not tempt builders to fall into dangerous or inconvenient ones. The result of including the rail and the counter in the measurement would obviously be that in a short time we should have *no rails*, and *no counters*! Now I am by no means sure that a counter is either useful or ornamental. Poops, forecastles, and quarter galleries as well as many other barbarous excrescences, were at one time looked upon as the chief ornaments of a vessel. They are now considered deformities, and the beauty of a counter may likewise be imaginary and entirely dependent on fashion. I do not therefore plead their cause, or even maintain the necessity of a bulwark of which Mr. Marett observes, "unless a bulwark is above the knee * * * it is difficult to see why it should be more than a low ledge to prevent things washing off the deck." I only wish to point out that the consequence of including any portion of a vessel, which is not abso-

lately necessary, in the measurement, would be its speedy and total abolition. I may also observe that, as the only valid objection urged against me was that my plan would produce shallow vessels, I finally and somewhat unwillingly conceded that all should be rated at half their beam in draught, and that any excess beyond that should alone be subject to measurement. The confession that such a system might "drive our fine roomy craft out of the field" seems to me to be an admission of its great superiority. If we confine ourselves to vessels of our own build it does not matter, but if we wish to compete with other nations, it is, I think, plain that we should not hamper ourselves with peculiar rules which they are too wise to adopt, and will never consent to submit to in any International contest. The result would be, if such apprehensions are well founded, that, as has too often been the case already, "our fine roomy craft would be driven out of the field."

On this subject as well as every other, the Intercommunication which I advocate is the only means of gaining information and I may some day renew the discussion. I will pass on at present with the remark that I do not propose any great change in principle, my system is the same as the one now in use, with the exception that in measuring the extreme dimensions I advocate taking them *correctly* instead of *incorrectly*, and doing away altogether with the absurd and unnecessary formula of subtracting the beam from the length, which, it will be observed, can hardly be depended upon for accuracy since, to take an extreme case, a vessel, as broad as she is long, would measure *nothing at all* however large she may be! We will now consider the minor details which most writers confess to be so imperfectly carried out. "L. Y" and "Sky Blue with a Black Cross" have many ideas in common. The last writer in speaking of racing takes a very just view of its object and utility. It is he says "*the life and soul of everything, and is only another word for competition without which the whole world would be at a standstill*" and "L. Y." desires, to regulate it in such a way that it should produce its legitimate results. I look upon it as almost impossible that any impartial person could rise from the perusal of "L. Y's" letter, in which he exposes the absurdity of time allowance and any arbitrary compensation to different rigs, without coming to the conclusion that some steps should be taken to reform such abuses, and (if we desire to cultivate the art of shipbuilding) to

remove racing from the dominion of chance, or even separate it from the influence of nautical skill. He maintains that the legitimate object of such competition is *first* to ascertain, by the fairest means, the comparative excellence of different forms, and of this I should suppose, there can be no doubt. *When this is done*, he says, *and not till then*, will be the time and opportunity for testing seamanship which can only be satisfactorily ascertained when the speed of the competing vessels is well known. If we desire to judge of the comparative merits of different tools I think it will be admitted that we must use them in the same way, and not allow one to be handled with skill and employed on a favourable substance, whilst another is subjected to the blundering manipulation of a prentice hand, and has to contend with unfavourable materials. We all know that a true artist will effect as much with a flint, as an ordinary workman with the finest tool, and make a better drawing with a piece of charcoal on a deal board, than another can produce by the aid of the most delicate pencils, and on the finest paper; but it by no means follows, on that account, that the charcoal is better than the pencil or the deal board than the paper. Again inferior work may be owing to inferior appliances and we can no more judge of the respective merits of the artists, without giving them the same advantages, than of the tactics of the yacht sailor, before we have ascertained that the vessels are equal, or at any rate without having gaged pretty accurately the difference in their speed!

Unfortunately we entirely lose sight of all this, and, in order to promote sport, turn an interesting scene of competition into a confused medley from which it is impossible to extract the desired information. It is even well if we do not lower it into a jostling match in which the most overbearing competitor is sure to have the best of it, or, still worse, use unfair means to attain our ends. At any rate we afford every opportunity for the element of chance to have its full scope, and childishly delight in the accidents which enhance the excitement in the exact proportion that they take away from the true object of the competition namely, *that the best boat should win*, and that some additional data should be obtained by which we may learn how to proceed in future. "L. Y." points out how completely the success of a schooner against a cutter, or a small vessel against a large one depends upon the direction and force of the wind, and "Sky Blue with a Black Cross" reinforces this remark by saying

that "as a rule the day is either a cutter's or a schooner's day", but he differs from the former writer in supposing that the public may consider a confused intermixture of rigs a pretty sight.

Now surely I am right in saying that "the intelligent spectator unacquainted with the principles of sailing, still less with the arbitrary rules laid down by committees, loses all his interest in the event when he sees his favourite, which has gallantly led the fleet during the entire day round the flag-boat a mile ahead of the rest, and yet finds that, so far from winning the first prize as he confidently expected, she is not even second or third—(or) who is to know, or even if he does know, who is to bear in mind that the smart cutter of 15 tons, which comes in four minutes (or half a mile) ahead of a schooner of 16, will have to yield the palm to its tardy adversary because, forsooth, the schooner sails only as 10 tons? The contest between such ill-matched competitors resolves itself into a mere chance, and the success of either craft is attributable to wind and sea, and not by any means to the skill shewn in designing the vessel or even in sailing her." These are some of my remarks on "L. Y's" able letter and I think, at least I hope that the intelligent spectator would hardly derive satisfaction from such a lottery. I am sorry to see that "Red with White Maltese Cross" does not quite agree to separating schooners from cutters, and still less to the abolition of time allowance. If he can shew that, as he says "much greater interest is imparted to the contest, at least to those who study the question of speed and how best attained, and not the mere winning of cups" by the intermixture of rigs, I cordially agree with him, and so I am sure would the writers to whom I have referred since these are the aspirations of all true yachtsmen. But let us see what are the grounds of his confidence?

In such a test of comparative speed, what is the basis of competition between such, confessedly different types? "*A due allowance * * ** for the imperfections which notoriously hang on the two masters." Now this is begging the question, *a due allowance* is impracticable, and I think that "L.Y.," and others have *proved* that any attempt at such a method of comparison resolves itself, not into a test of the comparative merits of the vessels, an enquiry well worthy of those who are above *the mere winning of cups*, but into a speculation based on the accidents of the weather and the strength and direction of the wind, than which few things are more

uncertain or less under human control, and which is a subject as "L.Y.," says "only suited for a bet." I am sorry that I cannot quote the words of this writer verbatim, but am obliged to depend on memory or on the remarks I have made myself upon his suggestions. They will lose much of their cogency, I fear in consequence, and I should have desired to give my readers the full benefit of the opinions of a man who is bold enough to initiate such a reform as the abolition of all time allowance both for size and rig, and capable of maintaining his opinion by arguments not easily refuted. On the existing state of things as regards measuring vessels, and the absurdity of the discrepancies which exist in different places, all authorities are agreed; and "Red with White Maltese Cross" did good service by bringing it prominently before the public. All too agree in the remedy, a *paid measurer*. Such a sensible and simple expedient can however be only effectual if it is universal, and I am afraid will fail "for want of that uniformity and solidarity between the clubs, without which no general reforms can take place." "H.H." would indeed despair of bringing about the elaborate system of intercommunication he proposes, if it could be proved that one general mode of applying the Thames rule can not be adopted, and that what is already defective is made worse by the refusal of each society to combine with the other for the general good. "L.Y.," whose mind seems to be emancipated from the prejudices which deprive most Englishmen of the free use of their judgment, steps out of the usual course to suggest another change. *Prizes for the builder or designer*. In this I was glad to see that "Beacon" supports him. Such a suggestion may seem strange, but let us consider a vessel as a specimen of an art, which, above all others, we desire to encourage, and the strangeness vanishes with the novelty. If pictures were subjected to competition, or the monuments designed by the architect submitted to comparison, to whom should we award the prize? Surely not to the man whose money alone made him the fortunate possessor, but to the genius whose brain conceived, and whose hand realised the idea. Without then desiring to do away with the present system, I am inclined to think that it would by no means be out of place to give honour where honour is due, and occasionally to reward the skill of the designer, when we have proved, as best we may, that his design is the most successful example of the art we

have professedly met to encourage. On the subject of cruising trim, I think that "Red with White Maltese Cross," has made some admirable remarks. Doubtless, all legislation is more or less bad. And too often rules and regulations "*are merely snares to the most conscientious and honest owners and captains, who wish to keep strictly to the letter and spirit of the conditions laid down, whilst they are completely ignored by others.*" But, as some arrangement is absolutely necessary, there can be no doubt that, in the absence of any general congress of those interested in the subject, the Intercommunication which is brought about by such writers as I have alluded to is very valuable as a means of discovering what is most conducive to the general good. Notwithstanding therefore that any systematic attempt at Intercommunication, such as "H.H.," recommends, has proved a failure hitherto, we cannot forget that the Tyro possesses many opportunities of instruction. I may even venture to say that the series of papers which have appeared in *Land and Water*, entitled "Thoughts on Yachts and Yacht Building," are of some service, and anticipate many of the difficulties into which he is likely to fall. They can be read in a few hours, but they have cost me months' of labour, and are the result of years of watchful attention to every circumstance, calculated to throw light upon the subject. Unfortunately, to quote a remark contained in a private letter from a stranger who was interested in them, readers "very seldom consider how much severe study their half hour's pleasant reading has cost the writer." But trifling as the labour may be, and short as the time which is required of those who read, in comparison with those who write, I fear it generally proves too much for persons who require to be instructed in the grammar of the art. "*Few will probably read these lines to the end, those few who do so, require no further explanation, as they know all this, as well, if not better, than I do,*" is a sentence of very general application. It points out the source of all ignorance, and the means by which it is maintained and supported, namely, a total unconsciousness of our own deficiencies. I must not, however, reproduce all the arguments which are to be found in *Land and Water*, during the last eighteen months. It is sufficient to point out how much could have been gained even from that source alone. We have already alluded to letters and articles which are sufficient to make the most Conservative yachtsman confess that a Radical

change is required, and teach him to appreciate the value of a system of intercommunication such as "H.H." recommends to our notice. "Groping," however, is the way in which we still proceed, and even if we gain some insight into the design of a vessel, through the instrumentality of such a man as "E.B.," whose visit to Harvey's yard is so charmingly told, we can never hope to find his opinions verified or disproved by any further information. It is something to have a vessel once presented to the mind's eye in such a graphic way, but it would be still more valuable to be enabled to follow her through her entire career, and observe how every alteration practically affected her. This would, if carried out generally, be the most perfect system of intercommunication and supply, as "H.H." suggests, the missing link between theory and practice. The ideas I have reproduced from various writers are valuable in themselves, and less instructed yachtsmen would do well to attend to them, and even feel grateful for the trouble that has been taken on their account, but all the theories in the world *standing alone*, are of little value in comparison with the same ideas *confronted or supported by their practical results*. Such a collection of facts may be dry as compared to fancies and imaginations, which are not checked in their flight by any strict allegiance to the laws of nature; but if they do not venture to soar so high, they are not in danger of falling so low; and valuable as I deem the opinions that experienced yachtsmen, or scientific writers advance, I think all forms of *intercommunication* are inferior to the one suggested by "H.H.;" namely, a systematic and well digested report of actual facts.

The great majority of men are inclined to trust in these matters to eye, instinct, or some intuitive feeling, amounting almost to a supernatural insight into the subject which, of course, renders all study superfluous, all instruction unnecessary. When one meets with individuals who lay claim to this kind of inspiration, it is far wiser not to engage in argument, or even conversation. These gentlemen, have discovered a royal road to knowledge and it is manifestly useless for a toiler through the rugged and undiscovered regions of science, or the laborious observer of practical results to compete with them! But although they are perfectly satisfied with their information, I think we may venture to doubt that it can be so easily acquired.

The truth is, that there are few things which our unassisted nature is so incapable of appreciating as the qualities of a boat. We must either learn from long habit, and hereditary knowledge, in other words, experience and history, or from a careful comparison of actual facts with their results, which is the basis of all science. In a boat we have no analogy to guide us. There is a community of feeling between us and the lower animals, we know how they run, swim, or fly ; but a boat is quite another thing, and moves and floats, &c., by laws quite apart from the movements of living creatures or even from the forces which support inanimate objects upon the earth. It would not be too much to say that a person, who only knew his own language, might give his opinion upon a passage in Greek with less presumption than on the form of a boat. Many yachtsmen cannot tell why their vessels float on the water, and do not sink to the bottom, or why they remain upright and do not turn bottom up. They can form no idea of the action of the rudder or the influence of the sails, and often betray to intelligent listeners such hopeless ignorance on buoyancy, displacement, stability, and most of the subjects on which they speak with the greatest assurance, that a feeling of delicacy forbids us to expose their errors. Unfortunately it often happens that this vain confidence is shown in more serious matters than a presumptuous assertion: The empiric is seldom satisfied until he has embodied in wood the fancies of his brain, and perpetuated, at great cost and trouble, every absurdity that prejudice and ignorance have engendered in his mind. It is to guard against this, that *intercommunication* is desirable, and though ideas may be good, theories ingenious and captivating, practical advice sound, and arguments unanswerable, *Intercommunication* can take no better form or prove more effectual to restrain the wayward fancies of the constructor, than when it gives us the result of other people's experiments, and the practical working of schemes, which we consider to be "the last word of science," though, perhaps, they may have already been tested over and over again.

C.E.S.

THE FIRST CRUISE OF THE SIREN.*

A NARRATIVE OF YACHTING ADVENTURE BY A VETERAN YACHTSMAN.

Fabula sed vera.

CHAPTER VIII.

THE RESCUE.

“By this good light a wench of matchless metal.”

ON going on deck they found the weather as favourable as could possibly have been desired for taking a correct observation. The skipper was already handling his sextant, and Sir H. had brought up his also, to have a squint at the sun and to check the accuracy of Mr. Drew's latitude. Their dead reckoning gave them lat. 36°, 12' N., long. 9°. 50" W., Cape Trafalgar bearing by compass E.S.E.½S. distant about 182 miles. The observation they now got confirmed the correctness of their position to within a few miles. The weather was now only too fine, the sea had gone down the decks were dry, the brasses bright, the yacht's bulwarks shining in the sun light like a mirror, but there was little or no wind, and what little there was, came from the south-east the very course they wished to steer. The schooner had all plain sail set, and was slipping lazily through the water at the rate of about two knots an hour on the port tack. She was abreast of the other yacht, which was standing on the same tack about three-quarters of a mile to windward. They had exchanged numbers and found her to be the well known schooner X of 160 tons, Lieut-Colonel V. The yachts should from the closeness of their tonnage make a good match and Sir H. was hoping the wind would freshen and let them have a tussle.

In the meantime while the wind continued light, he might be thought give Madlle. her second lesson in steering. Nanette whom the return of fine weather had brought on deck looking rather white after her twenty-four hours sickness, had been provided with one of the large cushions stuffed with cork which lay plentifully about the deck, and which Sir H. had been at pains to explain were intended for life buoys as well, in case of accident. Her mistress always most kind to her little follower placed her near the lee bulwark, where she could sit comfortably with a support to her back, and yet not have far to seek for relief, if her feelings should again prove too much for her. Sir H. could not help admiring Natalie's solicitude about her maid, and came to the conclusion that the *danseuse* was as kind hearted as she was clever.

“Well Madlle. now that you have got Nanette comfortably stowed

* Continued from page 121.

away, are you ready for another lesson in steering? You can't have a better time for it than the present, the wind being light and the tiller in consequence easily handled. Look! what a smart pair of snow white tiller ropes they have given us all in honor of you, and see how the brasses shine, having had an extra rub no doubt in compliment to our lady guest. You might keep possession of tiller and ropes all day long without the risk of soiling the daintiest of gloves."

She readily took possession of the helm and with the aid and advice of Sir H. who was himself an excellent steersman as we have already seen, she soon understood the mystery of keeping a craft full and by, only requiring a little more practice to make her an available hand at the helm in light weather. After the lesson had lasted for nearly an hour the wind freshened to a four or five knot breeze and though Madlle. had a strong arm for a woman, it became rather fatiguing work keeping so large a craft out of the wind, as like all weatherly yachts she griped a good deal in a strong breeze.

"You had better relinquish the helm to me" said Sir H. "you are doing capitally, but the gipsy's getting a little headstrong, and we must not let this smart neighbour of ours get too far ahead. See I will place one of these cork seats here on the lee side just abreast of the binnacle where I can have the pleasure of looking at you and the still greater pleasure of talking to you, when not too much occupied with the sails."

Natalie willingly accepted the seat Sir H. offered her being really rather tired with her unaccustomed exertions in steering. She had brought a book on deck with her, but she read but little for the wind was freshening and the race was every minute becoming more exciting. It was now blowing quite a six knot breeze, and the Siren was holding her own in running water with her opponent though the latter seemed rather weathering on her. The Siren was still carrying her large broad headed topsails but they were standing but very badly and from time to time were shaking in the wind and deadening the yacht's way, much to Sir H's disgust. At last he could stand it no longer, so calling Drew he told him to get them taken in, the fore-topmast lowered and a jib-headed topsail set in place of the square-headed one now on the main mast.

"We're going to have more wind immediately, and the harder it blows the worse these confounded things stand," said Sir H. to Madlle, who was seated quite within hearing.

"Why don't you keep her full and by? as you taught me to do" asked she "your upper sails do nought but tremble always"

"If I kept the upper sails from trembling as you picturesquely call it," replied Sir H. "I must keep the lower ones too full of wind, and thus lose much more than I gain, but this will be corrected immediately."

A smart young seaman named Wilson one of the juniors of the crew, was sent aloft to ease the maintopsail down, as well as to lace the small jib-headed one that was to replace it when it should be sent up. While one hand below gradually slacked the topsail halliards other two hauled the sail down by the tack. Wilson stood on the cross-trees holding on by the topmast and aided those below in lowering the sail down. The after leach of the sail at the gaff end being in a manner set at liberty by the slacking of the sheet, it flapped violently to and fro, in the fresh breeze now blowing, and in so doing gave the sheet a turn round the gaff end, having been left rather slack, while the hands were busy with the other ropes. Of course this prevented the large sail coming freely down and would likewise hinder the small one being set, as the sheet with its clip hooks must be liberated from the old sail, before it could be attached to the new. Wilson knew this right well, and also that there was no way of clearing it, without lowering the mainsail but by going out to the gaff end. This is always a rather hazardous duty to perform in a breeze of wind, but still it had to be done and the sooner the better, as the chances were if the sail was allowed to flap much longer, it would take another turn of the sheet round the gaff and thus make the task of freeing it the more intricate. Wilson therefore lost no time in getting down on the gaff, and sitting astride on it, cautiously, but with difficulty from the thrashing of the half lowered sail crept out towards the end. As Natalie who was sitting almost immediately below where Wilson had now got to, was watching his progress with breathless interest, the gaff swung to leeward impelled by a smarter puff of wind which laid the yacht well over. Just as Wilson had released the sheet and had sung out to the hands below to haul it taut and lower the sail, she was horrified to see him lose his balance and fall head foremost into the sea. With admirable presence of mind Natalie jumped up, seized the cork cushion on which she had been sitting, and pitched it overboard with all her strength. It fortunately cleared the boom and the mainsheet both somewhat in its way, and reached the sea, well on the yacht's lee quarter. She strained her eyes to look for the fallen seaman, but it was a good many seconds 'ere he came up, having, from the great height from which he had fallen gone down a considerable depth. Natalie's first impression was that he was drowned but at length she was rejoiced to see him come above water and strike out for his life. She called to him to get hold of the

life buoy, but he was so stunned by his fall and sudden immersion that it was some time before he could understand. At length he noticed the cushion floating within a few yards of him, now right in the wake of the schooner. He no sooner saw it than he swam to it. Though not a good swimmer he made a strong effort to reach it, and with some difficulty succeeded. Had it fallen a few yards further from him, he would probably have failed in the attempt. He caught it by one of the beekets fast to it, and placing it under his chest floated apparently with ease. By this time Sir H. who was still steering, had the yacht in the wind, and in less time than it has taken to narrate the incident she was round on the other tack, and with slack sheets retracing her course. In such circumstances the usual course would have been to have hove her to, and lowered a boat, but Sir H. was most anxious to save time so as not to let the other schooner get too far ahead of him. So he resolved to perform a manœuvre which long practice in catching moorings, in the often troubled waters of a rather open roadstead, made him confident he would succeed in. He accordingly ran the schooner down past Wilson, who thanks to Madlle's activity on his behalf was in no immediate danger, singing out to him to hold on for dear life, and that he would soon pick him up on the way back. When about two hundred yards beyond Wilson, he gradually brought the schooner to the wind, sailing her cautiously for a bit, till he thought she was within such a distance of the floating seaman, as she would easily run up when brought into the wind's eye. Ordering the lee gangway to be opened and two hands with boat hooks to stand by, one on either side of the port, he gave the Siren the helm and running her up, with great dexterity and very careful handling brought her alongside of Wilson, as gently and with as little way on, as if she had been no bigger than her own dinghy. As the yacht had a good list to that side, it was of course an easy matter for the seamen stationed at the port to catch the beekets of the floating cushion and pull it alongside and get Wilson on board. He was soon standing on the schooner's deck, dripping and shivering indeed, but apparently not much the worse for his ducking.

He was no sooner on board again, than Natalie who had taken the opportunity of the bustle on board consequent on his fall to slip below and tell the steward what had occurred, requesting him to get Wilson's blankets well heated at the galley fire and also to provide her with a stiff tumbler of brandy and water as hot as she could carry it. To give the steward and cook time to have Wilson's berth all ready for him, she would not allow either of them to come on deck, so tripping up stairs again with her tumbler in her hand she was on deck in time enough to

see Sir H's skilful tactics in picking up his lost seaman, and she was ready at the vessel's side to hand Wilson the comforting potation which she carried. This she gave him with her usual pleasant smile telling him to drink it as fast as he could without scalding himself. Scalding or no scalding he lost no time in swallowing it, thanking Madlle. with rough courtesy and declaring himself quite ready to undergo another drenching for so agreeable a remedy. She however ordered him below directly to get rid of his wet clothing in the first instance, then into his warm berth without loss of time in the second.

The delight of the crew at Natalie's conduct in regard to this accident was excessive. From Sir Harry down to his saturnine follower Muir, they were all singing her praises. Those of the latter were certainly modified. He observed to Maxwell who was generally his confidant on such occasions "that she was a spunkie quean and no that ill faured, and if she had no been a papist and a play actor Sir H. micht dae waur."

"How do you know she is a papist? very possibly she is as good a protestant as you are, or perhaps even better with all your Free Kirkism."

"Hoot awa' Mr Maxwell ye need na be sae teethy about her, but I see she'll hae been cuittlin' ye up like the lave o' them. Howsomever to gee the lassie her due and nae mair, the lad Wilson awes his life till her the day, he's but a puir han' at the soommin' and we were aw ower busy wi' the sails to throw a stick to him, till it was too late, and but for the cork cush'on she flung him jist in the vary nick o' time, he'd been feedin' the fishes at the bottom o' the sea afore noo. Eh'! but we had an unco job wi' that foretaups'le the day, as ye weel ken' for ye were helpin' and I canna but say ye'r aye willin to len' a han' when there's any need. Wae's me but I had a sair' time o't wi that tra'tic stay as they ca' it. We had nae' tra'tic stays in the Elsie.—I was up on the fore crosstrees tryin' to get the sail doon, when thae nonsensical dooble sheets ane o' the tae side o' the stay, the tither on the tither sae that the clew o' the sail may be brought ow'r the stay ilka tack the schooner maks, went bangin' aboot my legs till I was fair knockit useless. If I had na grippit the tapmast wi' a' my pith, I wud hae been dookit in the sea as well as Wilson. We hae ow'r mony sky scrapers aboard here, the auld Elsie, wi' her bit pole mast was the best rig for a pleasure boat. The lower masts o' this craft are ow'r heavy their lanes, let a be tapmasts and other whigmaleeries that conceited chiel Drew has put aboard.

Maxwell who always dreaded Wull's long windiness especially when

he became a *laudator temporis acti* and began singing the praises of the little Elsie, was leaving him to go aft, but Muir was unwilling to part with his good natured listener just yet.

"Eh Mr. Maxwell was na yon a gran' speciment o' steerin' Maister Hairry showed them the day. Gude sake I could hardly hae done better than yon mi'sel. Eh man it was fine to watch him rin this muckle craft up in the wu'n and steer her to the droonin' man, within an inch o' runnin' him doon, and catching him as he did. I wud na' say, but if I had been garred to dae it wi' the Elsie, I wud hae gybed her instead o' bringin' her to the wun' as Maister Hairry did this schooner, but wi' a big craft, and the crew a' busy wi' the taups'les, and nae bady to slack the sheets but the French dame, and troth she had eneuch a dae' elsewhere, I daursay he was na' far wrang. I ken I grippit the foretaup'sle yard, when we were in stays, which I daur na hae dun afore but at the risk o' my barns being knocked oot. I hae muckle credit by my scholard for it was frae me he learnt a' he kens aboot boats, as ye can bear witness better than ony body Mr. Maxwell."

Maxwell, glad to leave Wull for once in a state of contentment, willingly assented to all he said, went aft to offer to take a spell at the tiller, at which Sir H. had now been for some time.

The Siren had been brought to her course again, and was doing some six or seven knots on a taut bowline, heading about compass south. The other yacht was now a good way ahead, but as the Siren was laying up half a point better, since she got rid of her big topsails Sir H. assured Maxwell that they were overhauling their opponent hand over hand.

Maxwell now took his turn at the helm as it was generally the custom for him and Sir H. to do, at the hour of the dinner of the crew. In fine weather and in open water the two gentlemen the master and mate remained on deck while the men went below, as it was more convenient and comfortable for them to dine altogether. Besides it was less trouble to the cook and cleared the galley fire for the cabin dinner. Drew and Dawson dined in the berth of the former, after the men had finished theirs but before that of the cabin. The hour for the latter was generally when at sea five, as neither of the gentlemen cared much for luncheon and it answered better in many ways than at a later hour, particularly in admitting of the galley fire being allowed to get low in the evening so as not to keep the forecastle and particularly the master, mate and steward's berths from being too hot for them, when they turned in. The galley was indeed divided from the forecastle by a bulk-head and had a separate entrance from the deck, but the door between the two was generally

left open and the heat passed through as the passage leading to the saloon was always closed, except when the steward was actually at work there.

Sir H. went below after leaving the helm to look after his guest, who had disappeared from the deck for some time. Not finding her in the saloon he knocked at the after cabin door, which was opened by Nanette.

"*Ou est Madlle?*" asked Sir H. of the *fille de chambre* who spoke no English."

"*Dans la Cuisine Monsieur.*"

"Sir H. was somewhat puzzled to know what she meant by the kitchen."

"*Ou est la Cuisine* Nanette?"

"*La bas*"—said she pointing to the door of the passage leading to the galley, which was visible through the main cabin.

Sir H. could not imagine what had taken Madlle. there, so to satisfy his curiosity, he opened the galley door and was not a little surprised to find her busy cooking with a fork in her hand, and a pan before her into which she was putting morsels of fresh beef, which the steward had been cutting from a large piece. The galley fire was pretty strong as the men's dinner had just been carried forward by the cook.

"What on earth are you doing here Madlle." asked Sir H. "Your face will be as red as a soldier officer's coat, if you stand long over that fire."

"It will be a great improvement" replied she, "for since I have had to use rouge in the theatre I am always too pale by daylight. I am getting ready some *bouillon* or beef tea as you call it, for my patient here, who is not altogether so well as I could wish. He complains much of his head and he has a little fever I fear."

"Where is he" enquired Sir H.

"He is in that little cabin" said she pointing to the mate's berth, which with the master's opened off the galley. Drew's was large enough to admit a table for his books and charts in addition to his bed and washing apparatus. The mate's was smaller but still a comfortable place enough, and had been selected as the warmest and quietest locality for Wilson, after his immersion.

Sir H. who was extremely kind and attentive to his men when anything ailed them immediately went in to enquire for the invalid.

"Well Alec my man how do you feel?" asked Sir H.

"Thank ie but very middling Sir H. I feel very uneasy cross the fore'ead you see, I think the clue of the taupsle must 'ave 'it me, and knocked me clean off the gaff."

"Is there any mark or cut about your head?"

"No Sir H. none that I can feel, and that kind lady that saved my life I do think, says she sees nothing."

"The sail may have struck him" said Natalie who now appeared at the cabin door "but I believe the pain is all owing to the concussion with the sea. His pulse is too quick" added she kindly feeling the sick man's wrist "and he must eat no solid food to day. I shall make the *bouillon* so good, that it shall nourish him enough."

"Why you seem as skilful as a doctor and cook, as you are as a sailor Madlle.," said Sir H.

"Oh yes I am a little of every thing. My father was *un Medicin* of some repute and as we lived near the river in Paris, half drowned persons were brought often to our house, and seeing how they were treated I became like the hero of Moliere's comedy a doctor in spite of myself," then leading Sir H. out of the cabin so as to be out of the patient's hearing, she added "I hope quiet and abstinence will mend the poor fellow, but if not he should be bled, have you a lancet aboard, if such treatment should become necessary."

"I don't know" answered Sir H., "but I'll look in the medicine chest, but who is to use it? I am sure I can't."

"I shall be able to manage that, if it should become absolutely necessary, though I trust it will not, for the *role* of a surgeon is one I don't much like performing."

"You are indeed a most accomplished person Madlle. what is it you cannot do?"

"Oh" answered she laughing "you have not discovered half my good qualities yet, but I must not forget my *bouillon*, when I have given it to my patient, I will join you on deck if there shall be time, if not at dinner" and with a cheerful "*au revoir Mons.*" she bowed him out of the galley of his own yacht, as if his presence there was rather an intrusion than otherwise.

Notwithstanding, his reflections as he passed through the main cabin to the after companion, were all in her favor, for on reaching the deck he told Maxwell what he had found her doing, adding that she was certainly a young woman of very considerable abilities, and a very valuable addition on board a yacht, and they must endeavour to keep her as long as possible. An expression of opinion on the part of his friend which Maxwell was more vexed than surprised to hear.

They had been slowly picking up their opponent during Maxwell's spell at the helm, but were still a mile or so astern. When the men came up from dinner, Sir H. after consulting with his Skipper who

knew the waters they were now in well, resolved to tack in hopes of getting the wind more from the east'ard the nearer they approached the Spanish coasts, and thus weathering on their opponent in their next board to the south'ard.

CHAPTER IX.

THE SONG.

"Music, ho ! Music such as charmeth sleep."

NATALIE did not make her appearance again till dinner time when she had made some change in her usual costume. Wearing a dress of black silk made high on the shoulders and with long tight fitting sleeves, but cut square in front and shewing her neck and part of her bust. Round her throat she had a narrow band of black velvet, and attached to it a gold locket bearing a monogram in blue enamel with a combination of initial letters even more than usually puzzling. It need hardly be said that she looked extremely nice in her new dress as it was of a fashion singularly becoming to a handsome woman. It was peculiarly the case with her, resulting from her innate good taste, that everything she wore became her. There was nothing, notwithstanding her profession, theatrical about Natalie, she was always emphatically quiet, neat and tidy in her dress. Her things looked every time she wore them as if they might have been put on for the first time. Even her very ornaments were always as fresh and bright as if they had come new from the counter of a first-class bijoutier in the Rue de la Paix. Yet such as value no beauty but that derived from regularity of feature would have found but little to admire in the *danseuse*. Apart from the brightness of her eyes, the whiteness and regularity of her teeth, and her pleasant smile, her face might have almost been considered plain. Her figure however made up for all deficiencies. Not less than five feet eight in height, and probably standing at least an inch more, from the heels she always wore except when actually on the stage, not indeed from any wish to increase her height, for she rather regretted it, but because she thought, and thought truly, that a moderate high heel improves the shape of the foot, her stature was above the average of her sex. Her well shaped head adorned with a luxuriant crop of soft glossy hair, was well placed on her shoulders, while her neck and bust were beautifully formed. Like those of most of her countrywomen while in the prime of life her arms were good, indeed her upper arm was unusually round for a girl who could not as yet, whatever another decade might produce, be accused of too much embon-

point. Her waist, not unnaturally small, looked more slender than it really was, from the apparent breadth of shoulder produced by the development of the upper arm. There was no appearance of constriction about it, for like that of Prior's Emma

"It grew fine by degrees, and beautifully less."

Such as she has now been described came Natalie fresh and radiant from her recent toilette and took her usual place at the foot of the Siren's dinner table. No sooner had she entered than Sir H. though really gratified, attacked her about her change of dress, telling her it was quite contrary to the sailing orders of the Siren to dress for dinner.

"You must excuse me to day Sir H., for it was really so hot in your *cuisine* that a cooler costume had become absolutely requisite."

"Indeed! I forget you had been acting as cook as well as sick nurse, so we must not be too hard on you for your first transgression. How fares your patient?"

"The *bouillon* did him much good, and I hope with quiet he will be all right tomorrow. The mate whom I find *un marin tres poli* permits him to occupy his berth till he be altogether well."

The steward now served the soup, which though it might be as palatable to the taste was certainly not so pleasant to the eye as Madlle's *bouillon*, for it was barley broth thick with vegetables and rather dusky in colour, a dish Sir H. was very fond of, but which neither Maxwell nor Madlle. partook very heartily of. Fish there was none, as from their abrupt departure from Lisbon they had no opportunity of laying in a supply of fresh provisions beyond what they happened to have on board, and the stock was not large. The next dish however proved a much more appetizing one. When the cover was taken off the gentlemen were not a little surprised to see a *plat* of *Cotelettes à la maintenon* most artistically dressed, their paper covers being all of that delicate brown which betokens the great care of the cook in their preparation. The *chef* of the Siren had not been selected with any great care. Sir H. was no *gourmand* and his cook was as might be expected neither a Soyer or a Francatelli. The excellent flavor of the cutlets elicited a strong expression of approval from Maxwell, whose taste in *gastronomie* was a little more refined than that of his friend, the Baronet having an excellent appetite really did not care much what he eat so long as there was plenty of it.

"Where on earth did Tom learn to make these kickshaws" asked Sir H. of the steward, who replied with a scarce repressed smile and a significant look at Natalie now busy discussing her cutlet with a very grave air. "Why Madlle. I hope you have not been at the trouble to

cook our dinner for us, as well as Wilson's beef tea. I don't wonder you found it hot in the galley."

"Oh I only gave your *cuisinier* a hint or too, and as he is a very good natured man, he did as I bade him" the truth being that she had cut and arranged the covers, prepared the seasoning, and done everything for the dish, with her own hands, except actually putting the cutlets into the oven, and taking them out again. After the boiled beef and turnips which formed the *peice de resistance* of the dinner, and which though excellent in its way,—for Maxwell had overheard Muir describe it, as the cook took it out of the harness cask on deck as "a braw piece of pouthered meat"—was not particularly appetising, came a first class omelette as light as air. Sir H. looked again to Madlle. for an explanation, as that was a dish Tom had hitherto signally failed in preparing in a satisfactory way. His omelettes having a consistency generally a good deal resembling leather, as too many British made omelettes have.

"I only plead guilty to beating the eggs. The great secret of preparing an omelette lies in this, that you first beat well the whites and yolks separately, and then together, and Tom did not seem quite to understand this till I explained it to him" replied Natalie, laughing and handing her plate to James for an *encore* as she whispered to herself "*c'est ne pas mauvaise de tout.*"

These agreeable additions to the dinner which they owed entirely to Madlle's gastronomic skill, and a glass or two of some excellent champagne, put them all in the best of spirits, and they sat laughing, and talking over their not very *recherché* desert, and a bottle of unexceptionable Lafitte, till it was nearly dark, when Natalie retired to her own cabin, promising to join them at tea.

The wind had now lulled and drawn to the east, so that on going on deck, they found the schooner, slipping through the smooth water some three or four knots an hour and about lying her course of S.E. by compass. The other craft having held on upon the old tack was out of sight. The night was perfection. The air balmy and warm, seemed scented with the perfume of the orange groves of Cadiz and Seville, from whence the gentle breeze was now blowing. Not a cloud was visible and the moon was high in the heavens, and with many an attendant star shone bright and brilliant. It was too fine a night to lose so the gentlemen soon called Madlle. on deck to enjoy its beauty. On her coming up she was so charmed, that she immediately suggested how pleasant music at such a time would be.

"No doubt" said the Baronet, "but where are we to find it, unless you will sing to us Madlle."

"Oh I will do better than that, I will sing and play both, but I must go down stairs for my instrument."

"Let me go for it," said Sir H. who was always active and energetic.

But Natalie was at the companion before he could reach it, she was however speedily on deck again, a silk handkerchief round her neck, and a small straw hat on her head, but no wraps of any kind, which indeed were not needed, so soft and balmy was the air. Sir H. had rugs and cushions brought on deck, and laid down near the grating which covered the deck abaft of the rudder head. Natalie placed herself on the lee side of this grating, which made a very convenient seat, with her feet on one of the rugs. The gentlemen each took another, and sat down on deck on either side of her. After a little preliminary tuning of the guitar she had brought up with her, and which seemed a fine instrument of its kind, she sung a cheerful little French Chansonett, in a clear soprano voice, with an amount of execution which showed considerable training. She pronounced the words of her song with great distinctness, no small secret in the art of singing successfully. The gentlemen both applauded her song, and demanded an *encore* which she willingly complied with.

"That is a very pretty song, what do you call it Madlle.?" enquired Sir H.

"The words are from *La fiancée du marin* of Emile de Girardin though the music is by Professor Oakley a countryman of your own. It is usually known as "*a qui pense til*" and I thought it appropriate to our present position. Is it not sir, listen again," and she sang with more than was her former distinctness the first part of the second stanza, that the English ears of her listeners might catch the words.

"Quand ses blanches voiles
Flottent dans les airs,
Quand l'or des étoiles
Brille sur les mers."

"All the advantages of position, however wont enable me to sing it, as I have heard it done, by that Queen of Song, and most amiable of women Madlle. Titiens."

Maxwell who knew rather more about music than Sir H. though neither of them were much skilled in the science, petitioned for another of Titiens' favourites when she sung several airs from the operas of *Trovatore* and *Il Felanto Magico* and then paused to rest for a little. The gentlemen remarked that when below for her guitar she had taken the opportunity of slipping on several very handsome rings in addition

to these she generally wore, and into her ears a pair of diamond cluster ear rings of great brilliancy.

"You are very rich in diamonds" said Sir H. glancing at her ears and at her fingers as she laid the guitar down on the deck beside her, "each of those rings you wear is worth a Jew's ransom, are you not afraid of being robbed and then murdered on account of them some day."

"I don't often wear so many" she replied "I have put these in to night" taking one of the earrings from her ear, "not from *coquetterie* but to show you that poor *dauseuse* though I am, I had no need to steal ornaments from anybody, these were a present from one of the most charming female sovereigns in Europe, as a recompense for some trouble I took in teaching her two eldest children the rudiments of *la danse* so with my other ornaments they are all *cadeaux*. The very earrings I am accused of having stolen, were but a *gage d'amietie* from Mons. le Comte. I had assisted him with the loan of costumes, and advice, in the preparation of some private theatricals he was going to give. We were much brought in contact in this way, and his wife became jealous, though I never gave her the slightest cause. Foolish woman she might have known, that if I had stolen the trinkets, I was not likely to wear them in public immediately after, and in the very place too where the theft had been committed! but by this time I have no doubt Mons. le Comte is returned from the country, and all is explained. But come it grows late, and I have not yet sung you an English song, my *repertoire* in that language is not extensive, but I have one I think you would like to hear."

Saying so she took up the guitar and playing an appropriate prelude of a few bars, she sang with great distinctness and much spirit, the following words.

THE LAY OF THE SIREN.

The Siren, the Siren
The bark of my pride
She bears me fast fleeting
O'er the ocean tide,
And the wind as it whistles
Her light spars among,
Invite us to music
And whisper of song.
Her canvas is white
As the cygnet's breast
And pure as the snow
On the mountain's crest
And its dazzling beauty
Woos the blast,
Which but kisses the wave,
And follows her fast.

While the foamy spray
From her sharp bow driven,
Flies off in sparkling jets
To heaven,
Bright messengers
To tell the sun,
How bravely my Siren
Her course hath run.
With my foot on thy deck,
Thy helm in my hand,
I care not again
To tread the strand,
Where there's water to carry
And wind to blow,
Around the wide world
In thee I'll go.

While her rich voice was pouring out the last stanza *con molto fuoco* as the musicians say, she rose from her seat filled with the afloat of the spirit of song. As she did so, a part of the mainsheet which passed above where she sat, touched her hat, and breaking the elastic which fastened it to her head, it fell, and took with it the pin, which kept her hair in its place. The long coil untwisted as it dropped, and covered her back and shoulders with dishevelled tresses. Unheeding this accident, she planted her foot firmly on the deck, and seizing the helm which was close beside her, she completed the last verse with even increased energy, seemingly inspired with a resolution to perform what she sang.

In the act of rising, the handkerchief had fallen from her neck, so that her white throat and bust were now exposed, this with her flowing hair her flashing eye and the sparkle of the jewels in her ears and on her hands made her no mean representative of the fell Parthenope chief of the dangerous sisterhood, the praises of whose inanimate namesake was the burden of her song.

The glamour of the sweet singer and her lay, had fairly enchanted the Baronet, and he could do nothing for some time but shout *vivas* in her honor. Even Dawson who was at the helm, could not restrain himself from waving his tarpaulin in the air, with an enthusiastic hip hip hoora. Maxwell though with his own private reasons for admiring the performance took it more soberly, as was his wont, and could not help recalling the beautiful lines of Milton's *Lycidas*, fearing how appropriate they might prove.

“The air was calm and on the level brine
Sleek Panope' and all her sisters played,
It was that fatal and perfidious bark,
Built in the eclipse, and rigged in curses dark
That sunk so low that sacred head of thine”

When Sir H. had sufficiently recovered from the state of amazement and delight Natalie's last song had thrown him into, he enquired “where in all the world she had learned it.”

“Well” said she, coming rapidly down from the state of excitement she had sung herself into, “that is easily explained. I found it in an old volume of the *Yachting Magazine* which is lying in the cabin: Thinking the words pretty and appropriate, I substituted the Siren for another name I found there, and fitted the stanzas to an air I lately learned in Lisbon which suited them well—*voila tout*—do you know the name of the author?”

“He is not far to seek Madlle.” answered Sir H. and he looked at Maxwell, who seemed half disposed to deny the imputation.

"So Mr. Maxwell you sacrifice to the muses in secret. I had no idea.

That Apollo in his ire
Had struck you with poetic fire."

"You must write me a sonnet in praise of *mes beaux yeux* before we part."

"It is too bad Sir H., to tell tales on me, my muse has been so long silent, that my early offences in this way may be condoned," said Maxwell, rather annoyed.

"Such a charming topic as I offer you, will serve as a good excuse for beginning again."

"Well, Madlle., if you will promise to wed my words to music, and sing it as charmingly as you have done this lay of the Siren, my first attempt—I will try."

"Oh, you know I could not decently sing a ditty in praise of my own eyes, could I Sir H.?"

"Well, Madlle., your eyes are fine enough to excuse any amount of vanity."

"Such a brilliant compliment really deserves some return, Sir H., so come below, and I shall make you a cup of tea, I am dreadfully thirsty, after all this squalling."

Tea was a meal never omitted in the Siren, and an excellent test it was, of the manners and morals of her owner and his friend, *habitués* of stronger beverages never care for tea.

Later in the evening Sir H. proposed to Maxwell to teach Madlle. whist. She was quite willing, and, indeed, said she had played it several times before, but she did not see how they could get on with three.

"Oh, Maxwell shall play dummy, and you and I will thrash him soundly, wont we Madlle.?"

They played several rubbers, Sir H. and Natalie, rising winners of a shilling or two, but she would take no payment, saying, *la gloire* was enough for her.

Natalie had left her hair hanging about her shoulders. She had indeed proposed retiring to the after cabin, to get Nanette to re-arrange it before they began to play cards, but the gentlemen declared it looked so picturesque that they prevailed on her to let it remain as it was. In retiring to her own cabin after the whist party was broken up, one of her long tresses caught in the handle of the door of the aftermost berth on the port side of the passage, leading to the ladies' cabin. This berth was at present unoccupied; Natalie preferring that Nanette should sleep beside her in the after cabin. Sir H. had gone on deck to have his last pipe, ere turning in, and Maxwell, who was no great smoker,

was just entering his berth from the main cabin when he found Natalie trying to free herself, from durance vile.

"Let me help you Madlle.," and he speedily set her at liberty.

Natalie turned round laughing—"You see I am punished for beating you to night, as Absalom was for beating his father David—only you have proved more merciful than Joab, and have set me at liberty, instead of piercing me with many darts." So, saying, she gave him her hand, in token of her gratitude for his liberation.

Maxwell not unwilling to retain it for a little, asked her "how she prevented her long tresses from getting into confusion during the night."

"Nanette treats my hair as your cook does his cabbages, she puts it in a net every night, after wearing her little fingers to the bone, brush, brush, brushing it. I often wonder she does not cut it off in disgust, and so free herself of what must be to her one of the greatest of bores."

"She could not find in her heart to commit such sacrilege, I am sure said Maxwell."

"Nanette is a good little girl and will do her mistress no harm, but you think too much of my hair, it is not bad hair, but it is *trop sombre*. You shall see me come out as a blonde beauty some of these days, the praises of my *chevelure d'or*, as well as of *mes beaux yeux* must be sung in your new song. But Nanette will be gone to bed, and leave me to brush my hair myself, if I don't make haste ; besides my hand must be squeezed to a jelly by this time, you have held it literally in a vice for the last ten minutes—do you always grasp ladies' hands so tightly ? You forget how many rings, the stones of which have edges like knives, I wear to night," and she tried to withdraw her hand from Maxwell's grasp.

He immediately relaxed the pressure, he was now for the first time conscious of having applied to her hand, but 'ere he parted with it, he raised it to his lips, a piece of gallantry, he dare not have perpetrated had Sir H. been present. As he let her hand go, he whispered, half ashamed of the compliment he was about to pay her.

"Ah, Madlle., the brilliancy of your diamonds reminds me of your eyes, but their coldness—though it proves their value—does not recall the qualities of your heart, which I am sure is as warm as your eyes are bright."

Natalie made him a curtesy to the very ground, adding with one of her sweetest smiles, "*Vous plaisantz Monsieur*," and disappeared into the recesses of the after cabin.

"No Madlle., what I have said, was in sober seriousness."

(*To be continued.*)

A SIMPLE MEASUREMENT OF WEIGHT FOR WEIGHT SUITABLE TO ANY FORM OF YACHT.

By a stubborn adherence to the present rule of measurement, no improvements can be made in yachts for match sailing. The long deep type of racing-craft supersedes any other style, being a very old yachtsman, twelve years R.C., and measuring officer of the R.M.Y.C., and a practical draughtsman, I venture to propose a rule, which would open a new field to the naval architect, and leave him free to choose the form he thinks best for passing through the water, and carrying the greatest amount of propelling power in the shape of sails.

Yacht owners in possession of the present racing craft may be opposed to it, but when duly considered, I think their conclusion will be, it is reasonable. And the only way a real sea-going yacht has any chance with the long and deep racer.

The proposed rule of measurement is, "The length on the load line from stem to stern post outside, multiplied by the area of the immersed midship section, also at the load line, and that product divided by 62, to be the tonnage, which is to be certified on the register by the builder and customs' surveyor."

The floating line at the midship section to be visibly marked on each side, as above certified. Should a yacht be trimmed above or below these marks, the square contents to be added or deducted, as the case may be, to the certified area of resistance on the register.

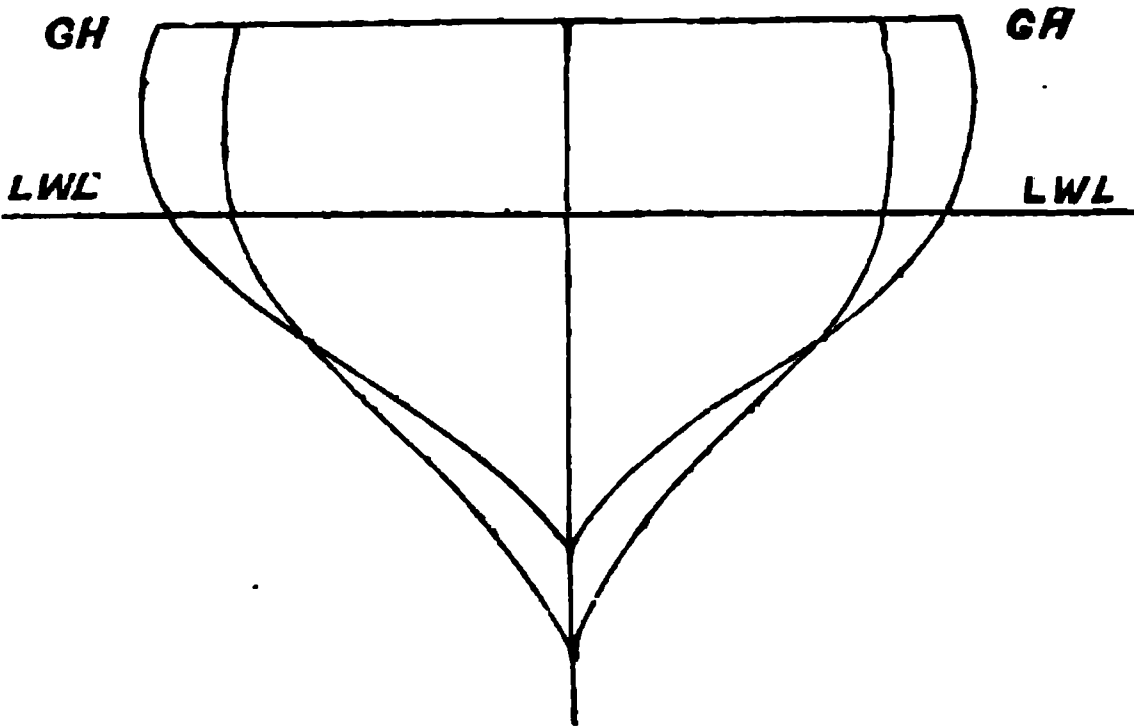
If an owner of a yacht, has not got a certificate as above described, he must put her a dry, and fit a mould or template to the midship section, marking the floating line on it, lay the template on the floor loft, draw a vertical line through the centre of the keel, in accordance with her greatest breadth, the area is easily obtained, and which must be certified by a builder or practical draughtsman.

The depth from garboard streak to the underside of deck at the midship section, must not be less than half the extreme breadth, or will not be allowed to compete in club races.

As the actual resistance at the load water line, and the length of the body immersed, being the basis of the proposed rule, one vessel can have no advantage over another. The real displacement at the load water line, would be the correct measurement, but all yachtsmen admit the difficulty of getting for match sailing.

The diagrams of midship sections illustrate the proposed rule more clearly. The narrow deep one represents the present racers. The

broader one, or any other form of the same area of resistance, and if they are of the same length they will of course be the same tonnage.



The following table exemplifies a few well-known Yachts as they are under the present rule, and what they would be under the new rule.

Name.	Length on the load line.	Midship section at the load line.	Actual displacement in tonnage.	Tonnage by new rule.	Tonnage by old rule.	Remarks.
America...	89 0	102 9	146½ 0	147½½	189½½	The new rule of measurement, approaches the real displacement as near as may be, for the purposes of sailing matches. Time for tonnage as heretofore.
Mosquito	74 0	59 9	69½ 0	70	59	
Cygnet ...	51 0	52 6	45½ 0	43½½	35	
Thought...	50 0	38 0	31½ 0	32½½	27	
Muriel ...	58 6	48 0	45 0	46½½	39½½	
Livonia *	115 0	107 6	—	207½½	280	

* Having an imperfect data of the Livonia; I assume these dimensions as something near them.

JONTN. GRINDROD, *Com., R.D.Y.C.*

THE KRIEMHILDA.

This fine cutter, the property of Count Batthyany was successfully launched from Mr. Ratsey's Yard, on Tuesday, March 12th, the ceremony of christening her was performed by Lady Buckhurst in the presence of a large and fashionable assemblage of spectators; she is a very fine specimen and measures about 106 tons; from the great experience her noble owner and the builder have had we have no doubt she will prove a success, which we sincerely hope she may. Her owner has kindly promised us her lines, which we expect to give in the May number, with her dimensions, &c.

NOTES ON THE YACHTS AND YACHT RACING OF THE PAST SEASON.*

IN bringing my scribblings to an end for this year I must conclude my observations on the winners of 1871 with the schooners I included in my table of winners in the January number, but any remarks on them and their doings can be condensed into small compass, as three out of the four are well known to all racing yachtsmen, and the other has been written and talked about at home and abroad till her very name has become a bore to most. The two schooners at the head of the list *Egeria* and *Flying Cloud* have been great rivals for two or three years, each having had the advantage of all the improvements skill or money could effect, and both having been brought as near perfection as any schooner of their respective tonnages could well be, but having repaid their owners by their positions in the winning list. *Egeria* from her superior size and from going further afield in search of races having the advantage in the number and value of her prizes, but losing much last year by her change of Captains, her new skipper naturally being unaccustomed to the vessel and not getting on quite harmoniously with the old crew who had been trained under his predecessor. This season she will be under the guidance of Tim Walker long so well known in *Mosquito*, *Æolus*, *Surf* and *Oimara*, and second to none in his guidance of a cutter though at first he will necessarily be rather abroad in a two-sticker, but with Jim Brown, her former second mate in command forward, and a good crew, she will probably not be much amiss, and keep the place which, in spite of the unlucky mishap of carrying away her boom in Dublin Bay on 15th of July, and of losing in a calm the race from the Nore to Dover which looked at one time a certainty for her, she held last season, although should she meet the American vessels reported to be on their way to England to show our yachtsmen how to go, or even her old antagonists *Guinevere* and *Aline*, her comparatively small tonnage will be against her success, and to these last opponents may be added the *Bluebell*, reported to be again about to race, and the new *Modwina* building at Liverpool by Messrs. Boodler, Chaffer and Co., for Mr. Frederick Gretton. This latter vessel altho' not intended expressly for racing, is likely to be an extremely fast and fine one being within a foot of as long as *Livonia*, 116ft. for racing measurement with a beam of 21ft. 4in. = 229 $\frac{1}{4}$. She is composite built, in the very best manner with elm for her bottom, and teak for her upper planking, with yellow metal bolts. Draft aft about 13ft. and carrying 90 tons of

* Concluded from page 118.

ballast, ten of which is outside on her keel; with a long easy body and fine ends. From her build and size she will have great accommodation with head room below of 7ft. 6in. under deck beams and carries large though not out of the way spars. Mainmast (deck to hounds) 64ft. foremast about 60ft. mainboom 66ft., running bowsprit, and masts well upright. From the report I have of her she ought to go and to look well, nothing being spared which can add to her comfort or usefulness, though not so gorgeous in her cabin fittings as Livonia was last year. Here I may mention that it was an error attributing the Pastime 10 tons, which I described in last number, to the same firm of builders as Modwina, she being constructed by Mr. William Dickenson of Birkenhead who built the Naiad, Shadow and other fast boats of the smaller classes.

The new yawls for Messrs. Richardson and Willan built at Cowes and Wivenhoe ought also to be fast and powerful vessels in the first class of two-masted vessels, and with the allowance given in Ireland of two-fifths off their tonnage to schooners and one-fourth to yawls, which allowances are precisely equivalent so far as regards the time allowances to the addition of two-thirds to cutters and one-fourth to yawls as practised in the Solent, the fine craft I have named ought to be quite able to take their part in all mixed races with even such cutters as Oimara, Condor, Garrion, Kriemhilda, Menai, and Fyffe's new 94, except the wind be so dead on end as to make it impossible for any allowance of time to compensate for the way in which a cutter's mainsail lifts her up into the wind's eye and especially in light weather and with smooth water soon places her in command of the situation.

To return to my racers, Egeria sailed remarkably well in the river at the early part of the season, and so did the Flying Cloud while the Livonia who made her *debut*, as was quite proper at the Metropolis, seemed all abroad the first two days, but rather curiously won easily enough on the third and thereby raised the spirits of her backers and of those prophets who all the winter had kept declaring that such a vessel had never yet been designed or constructed and that all others English or American might use the Eastern expression, "hide their diminished heads," and here I may remark *en passant* that the fixtures on the Thames are rather later than usual this year and will make it difficult for vessels to contend there and yet get round the Land's End in time for the sports at the western ports where between the 29th of June when the Royal Mersey begins, and the 25th of July which is the first day of the Royal Cork there will be a terrible hurry scurry and confusion from port to port especially if the weather comes in at all nasty and

prevents racers from going about the Channel very quickly. The fact is there is now really too many regattas and places to race at and both to owner and crew the labour has become excessive, and if yacht committees would be reasonable and hold regattas only on alternate years with others, and thereby double the value instead of the number of prizes offered it would be much more agreeable to all parties concerned. Local racing is getting more and more into favour, and such are the number of matches sailed in Dublin Bay as well as in the Clyde and Mersey during the year, that going away round a circuit of ports to compete time after time with the same opponents whose speed is known to an inch, will I prophesy gradually get out of fashion, and owners will come to prefer racing their vessels at home amongst their own friends and neighbours, often sailing and steering them themselves, and thereby greatly diminishing the expense and worry which to have a racing vessel now entails.

The Flying Cloud has had a new foremast this year and some other alterations and improvements made in her, amongst them the removal of much of her extremely tasteful and elegant fittings up below and on deck, as the Count will have the new cutter as a place of residence, and can devote all his well known energy and experience simply to making the old one go which she is likely to do to some purpose whenever the water is smooth, but her extremely hollow lines forward and low freeboard, are in my mind not favourable to speed when the water is disturbed or she much heeled over, and last year to say nothing of the bigger ones such as Egeria, Livonia, and Gwendolin, she was well beaten at Dartmouth by the Enid in a breeze and with lots of sea, though the Cloud equally dusted her at Torbay and Plymouth when the water was smooth.

Guinevere is not and cannot be from her size a regular racer, nor does she seem to be any very great "whale" at going to windward, but once get her sheets eased and allowed "to rip" none of the schooners at this side of the Atlantic can go with her as she showed in the race to and from Boulogne when she squandered her field including Livonia Oimara and Egeria in a shocking manner, and she also won the race from the Nore to Dover, though this race, which by the bye I never saw reported at length anywhere, was said to be a total fluke and really won by the Egeria, though Guinevere by pilotage, or good luck at the finish got in hours before her. Except these two races and the unfinished Queen's cup at Cowes the Guinevere did not take part in any other contests until the regatta of her owners' own club the Royal Victoria, where she sailed very well for the Marquis of Exeter's cup and very

middling for the Town plate, the latter however almost in a dead calm. If the big Yankees come over and enter for some of the long races on English waters such as the Prince of Wales' Cup, I hope Guinevere will meet them as the British champion. The Aline, the next most likely competitor in point of size being quite too small to reach with the Sappho or Dauntless and as for the Livonia when she could not get out of the way of the old Wildfire at Southsea it cannot be expected she would beat the American clippers either at one side the Atlantic or the other, though it must be said that the way in which her owners', to say the least of it plucky, attempt to bring back the cup of 1851, was met, reflected little credit on our Transatlantic brethren.

It is a curious feature of last year's racing that Aline won so little, even though she had not a great many trials. I am told she is this year to have the long boom over her quarter after the fashion of the Egeria, and four more cloths in her mainsail. If this improves her as much as it did the former she will indeed be bad to beat, and with her, Guinevere, Modwina Bluebell and Cambria (a clipping good vessel) above her, in strong weather, and Flying Cloud and Gloriana below, in light winds and smooth water, it will take all the Egeria and her new skipper know to enable her to keep the place she has now held so many years. The small schooners except the Cloud were quite unrepresented last year, and it is a great pity Madcap, Persis, and a few others of that calibre do not go in more for racing, although I confess Sailing Committees give them but little encouragement as even when schooners and yawls are given an allowance of time, confessedly on account of their rig and to make them have some chance with cutters, some committees have been found to advocate and in some cases, even pass a law excluding them from the very classes to which they were thus intended to belong, thereby giving them a boon with one hand which they took back with the other. Surely the success of Flying Cloud, whom we may accept as the type of this class, when contending with Alcyone, Muriel, Niobe, and Foxhound was not so brilliant as to make the forty ton class afraid to admit schooners, even if allowed to enter at one half their tonnage which would bring those up to eighty tons handsomely into the second class, and the same remark may apply to yawls up to fifty-four tons, who with a fourth off would have a good chance with the forty-ton cutters, but not the least with the larger class. Of course this allowance should be restricted to *bona fide* yawls i.e., those whose boom does not come further aft than one eighth the beam of the aft side of the stern post, this rule in practice confining the after leech of the mainsail to the rudder head, and thereby so cramping their powers, as fairly to entitle them to

an allowance in ordinary regatta weather, though I admit when it blows sufficiently to make the cutters reef, the yawl has an advantage, as was proved by Enid's performance last season, but this equally applies to schooners and indeed to all vessels, as some do much better in strong weather and on a reach while others like a dead hammer and some also in smooth, others in rough water, and these peculiarities it is which give such variety and pleasure to racing. If the weather was always to be fine, the water smooth, the course rather cramped, with frequent flag-boats, and the wind so that three-quarters of the race was beating or running, what owners would fit out to contend with Fiona and Vanguard, who amongst the vessels we have as yet seen, would score a win in nine out of every ten starts.

As to the prospect of racing in 1872 nothing can be more promising, numbers of new vessels are building, while old ones bought by new owners are being altered and refitted regardless of trouble or cost;—foreigners coming over to contend, money plenty, and last tho' not least the dark cloud which impended so heavily over Britain when I began to pen these notes, by God's mercy has been rolled away and the whole nation are awake again to joyfulness and thanksgiving; the only remaining cloud which threaten a storm in the shape of our difference with America, seeming gradually about to disperse and clear off, leaving a bright and sunny sky behind. If only the weather be propitious we shall have a racing year second to none and from May to September "canvas backs" will be common as "divers" all round the coast, and yachting be more than ever the sport of Englishmen.

Not to be tedious or to harp too often on one string, I must however allude, before shutting up to the often talked of and great want, viz:—uniformity in yachting law, and more especially in the mode of measurement, the method of starting and the time for tonnage, and would venture to direct the attention of my readers to the Report of a Club meeting which is to be found in another part of this number, and to an attempt therein made to supply this want. The Sailing regulations and scale of Time therein alluded to have been settled and approved of by a committee of well-known practical racing yachtsmen as the best for general purposes they could draw up, and though probably not perfect (nothing in this life is) they cannot be very far astray, and if clubs would lay aside a little of the pride of "home legislation" and adopt them without alteration, a great step would be taken towards a better state of things while if they required amendment hereafter this could easily be done at any time by a meeting called at once of the principal regattas by, say such a man as, Commodore Thelluson, where any

grievance or want could easily be discussed and a rule altered or added a very different thing from setting to work to draw up a whole code by delegates from various clubs, many of whom could not or would not give the necessary attention, and the result merely that a code drawn by some few men who did take pains to produce one, would be adopted as is now proposed. The principles on which the scale of time allowance is drawn are those already adopted by the Royal Yacht Squadron and other clubs in the south of England and which seem sound, viz:— that the time given should be *directly* proportionate to the length of the course and *inversely* proportionate to the size of the vessels, while the value taken is also theirs *i.e.*, a vessel of 30 tons can give one of 29 tons one second per mile. The scale or rather scales (the principles necessarily involving one for each length of course, or nearly so, strict accuracy not being needful) have been most carefully worked out and are adapted to vessels varying in tonnage from 5 to 200 tons, for the long course, and to such tonnages for the others as are likely to sail over them, and as the club to whom they belong has offered them to the public without a fraction of advantage either to themselves or to the gentleman who took so much pains in constructing them, no mere feeling of false pride should stand in the way of this general adoption by which means what, all racing yachtsmen I have met, talk of as a sort of golden era would be secured, viz: "A uniform set of sailing regulations to regulate all regattas," and a great boon conferred on all concerned.

I have now (I hope for the last time) trespassed on your patience and that of the readers of your *Magazine* with my very imperfect sketches of the chief winners last year, and hoping that my anticipations of an excellent year in 1872 will be realized and a great and worthy impetus be given to the sport which we all love,

Remain yours, truly,

RED WITH WHITE MALTESE CROSS.

LOG OF A VOYAGE DOWN THE NILE FROM THE SECOND CATARACT TO CAIRO.*

JANUARY 27th.—On getting up this morning we found ourselves at Negada, where a dahabeah belonging to an English Lord, who was said to have shot 3,000 geese this season, was lying. As we had started very early in our ascent of the river, being among the first boats to reach the Second Cataract, so now we are making our descent just at

* Concluded from page 129.

the time when the great ruck of boats are going up. Abrams reports that we passed four during the night when of course their nationality could not be discovered, as their ensigns if not down as they should have been, were at all events undistinguishable. This morning we met two more, one English and one French. We had a strong north wind against us all day. Two of our party went ashore to shoot and after a couple of hours absence returned with fifteen or sixteen brace of pigeons. Between three and four o'clock we were abreast of Keneh, getting donkeys we rode up to the town and investigated the pottery works for which it is famous. It supplies all Egypt with goolehs as the porous water bottles so essential for keeping water cool are called. It is a place of some importance being the residence of a Pasha, and there are large barracks which probably accounts for the plentiful stock of dancing girls we saw in the town, some of whom insisted on accompanying us to the potteries. We bought a good many specimens of the earthenware, which is only sun dried and unglazed and is therefore very fragile. The clay is mixed with the ashes of the Halfeh grass, which is supposed to prevent the water softening the vessels. Their porosity is wonderful, in fact they literally leak like a seive, but what water is left within is charmingly cool. On our way back to the boat we were accosted by an elderly man attired in a blue jacket, rich with brass buttons ornamented with the usual foul anchor. He spoke capital English, telling us that he had been in England learning ship building and was afterwards in the dockyard at Alexandria till it was given up. He had a grant of land given to him at Edfou of 150 acres only the half of which he could afford to cultivate, and a pension nominally of £75 a year, though he really did not receive more than £45. Shortly after reaching the *Fortunata*, the Pasha arrived on a splendid white donkey attended by a friend to dine with our old neighbour the Russian Count, whose dahabeeah is lying here. The pasha is extremely fat and has a very jolly good humoured countenance. The Count met him at the shore end of the gangway which led to his boat and treated him with great deference, the English Lord whose boat we had seen in the morning soon joined them, and doubtless they must have had a very jolly *quartette* party. It is not yet broken up though "the sma' hours ayont the twal" are approaching.

28th.—Our artist started early this morning for the opposite bank to sketch at the temple of Dendera. Ere S. and I left to join him a government steamer arrived to tow the Russian Count's boat down the river. It was only then that the jovial party of the previous evening broke up. The Pasha and the Lord had been on board all night, and

if the report of our dragomon was to be credited, a good deal of hard cash had changed owners during the night, not to the detriment of the entertainer it is believed.

The temples—for there are three at Dendera—are situated some miles from the river bank, but they well repay the ride thither. The portico of the larger temple is magnificent, the finest perhaps in Egypt: yet it is one of the latest in point of date, having been built in the reign of the Emperor Tiberius. It is still quite entire, the roof remaining intact though the sculptures on the walls have been as usual much defaced by the early Christians. On the outside of the back wall are life-sized representations of Cleopatra and her son Cæsarion as shewn by their cartouches (that is their names in hieroglyphics enclosed in an oval) carved beside them. Though injured that of the fascinating Queen is sufficiently entire to give a very favourable impression of her good looks, notwithstanding the conventional attitude and drawing of the figure. She must indeed have been “a rare Egyptian” as Shakespeare calls her. At the age of fifteen then the sister and wife of the last Ptolomy. she captivated Marc Antony on his first visit to Egypt. At seventeen she enslaved the world's Conqueror Julius Cæsar, and very nearly made him sacrifice all for her sake, though in his Commentaries he wisely puts the blame of his well-nigh fatal delay at Alexandria on the Etesian winds, not on his toyings with the Charming Queen. She accompanied Cæsar to Rome and possibly hastened his death by the scandal she created. At the ripe age of twenty-eight, she in the trying character of Venus Anadyomene completes her triumph over the senses of Marc Antony, makes him even divorce his wife Octavia, sister of Augustus, and cast away the chance of Roman Empire for her mercenary smiles. She even got him when old enough to have more sense, to dress himself up as Osiris while she played the part of Isis and in this foolish guise to claim for them both the worship of her abject subjects. Her end was worthy of such a life—unfaithful to Antony whom she deserted at the battle of Actuim with her sixty galleys in the very crisis of the battle she poisoned herself because she was unable to prevail on Augustus to yield to those dangerous charms which had proved so potent with his uncle and brother-in-law. Octavia the latter's wife, though a Roman and a Pagan behaved with a most christian spirit in regard to Cleopatra's two children by Antony, for she brought them up as her own. Drusilla the wife of Felix, before whom the Apostle Paul so eloquently pled his cause was according to Tacitus a daughter of one of them.

The number of bees about this temple is something wonderful, the southern wall is quite covered with their cells, each insect apparently

living apart. The cells are made of mud and contain great abundance of honey which is very good and well flavoured, when it can be got free from dirt which is not very often. After visiting the other temples we returned to the boat and recommenced our descent, which, there being but little wind we continued till morning. The nights are becoming colder again, and there is a great increase in the fall of dew, in consequence of this coughs and colds are very prevalent among the men, and Abrams is complaining of a severe pain in his side, which looks like inflammation. I do not wonder at it for sleeping out all night with no protection but a *bourous* after being exposed to the hot sun all day must be not a little trying.

29th.—This morning at seven o'clock was very foggy with the thermometer outside not more than 46°. Yesterday afternoon we met a second dahabeeah rigged as a schooner but not nearly so smart looking as the first. She also belongs to Alexandria, and is a private boat, her owner being a great antiquarian and in consequence making many trips up the river. To-day we met two ordinary boats, one carrying an English the other an Austrian flag. We saw an immense number of geese to day basking on the sandbanks. Unable to get at them with the large boat, we tried the sandal but even it grounded before we got properly within shot; however as they rose we gave them three barrels, and got two birds. Our artist in the afternoon landed and walked down to Belianeh shooting some twenty pairs of pigeons on his way, so we are well supplied at present with feathered food.

Belianeh is the nearest point to Abydos, which we resolved to visit, notwithstanding the dissuasion of our dragoman who was all impatience to get back to Cairo. A market was being held as we reached the landing place, and S. bought eight boxes of excellent fusees for a piastre, that is about a farthing each,—cheaper than they could be got at home. They are made in Vienna and the profit on them must be very small by the time they were carried so far. Having a great supply of pigeons on board we gave each of the crew a pair—a great treat to them as they rarely taste animal food—Hadjee Mahomet being in virtue of his Hadjee-ship, a very strict son of Islam objected to the method in which the pigeons had met their death, alleging that their throats ought to have been cut, that being the legitimate mode of death provided by the Koran. To satisfy his conscience the two last shot by T. close to the boat and in which life was hardly extinct were given to him, so that he might operate on them as he thought proper. Believing, or at all events professing to believe that life was still in the poor birds he gave each its final *quietus* by operating on its throat with a knife and then

hanging them up carefully head downwards to let the blood run out. During the Hadjees absence ashore, the lad who officiated as cook to the men either not knowing why these two pigeons were separated from the others or more probably incited by the rest of the crew to play the Hadjee a joke, plucked them and put them into the pot with the others, so that when the poor Hadjee returned ravenous for his pigeons which he intended cooking in his own way, he was disgusted to find he must either forfeit his dinner altogether or run his chance of eating his own pigeons or those of some one else. I believe hunger got the better of his scruples and that he partook as plentifully of the pigeon soup as his comrades. Probably laying the flattering unction to his soul, that as his intentions were to fulfil the law he trusted the prophet would guide him to the consumption of the proper birds.

T. and I started early for Abydos. Our donkeys had neither bridles or saddles, but only a coarse cloth tied roughly round them. Mine a white one had an awkward habit of sitting down on his haunches, which but for the timely interposition of the donkey boy with a hint from a sharp pointed stick would undoubtedly ere long have landed me on my back in the middle of the dusty road. T. rode for a little while and then dismounting went in pursuit of a flock of geese which had just alighted in a field of tares on the right hand side of the road. When he rejoined us he came back laden with three geese and a lot of pigeons; these he kept adding to as we advanced, so by the time we reached Abydos his donkey was well enough laden with feathered bipeds without the addition of a human one. After a pleasant ride of six or seven miles through a well cultivated plain we reached the ruins. That called the Palace of Memnon—being in fact like the Memnonium of Thebes, a residence of that luxurious king Rameses the II.—is by far the most entire, owing doubtless to the fact of its having been buried in sand for long ages. It has indeed been only recently made accessible by the excavations of Signor Mareitti. The sculptures are as fine as any in Egypt. In the interior are many vaulted chambers of great height and size, the arched roof not being built but cut of the thickness of the blocks of stone of which it is composed. One of these struck me particularly. The pattern of the roof was composed of the cartouches of Rameses and of his father Sethos placed alternately. The effect was extremely bold and rich. In one of the courts of this august temple palace we committed the sacrilege of lighting a fire and roasting some pigeons for luncheon. The cooking was somewhat rough and they were not what the French would call *succulent* food.

The temple of Isis which stands in the immediate vicinity of the other,

is clear of sand but quite a ruin. Much alabaster had been used in its completion, and sculptured pieces of this may yet readily be picked up. Here was found the famous Tablet of Abydos, giving a list of all the Pharaohs from the days of Menes down to those of Rameses himself. This and the Trilingual stone of Rosetta are probably the two most important discoveries Egyptologists have yet made. It is surprising how little certain light on history has been thrown by all the hieroglyphics yet deciphered in Egypt. Either the inscriptions, innumerable as they are contain little or nothing worth knowing, or else as Sir George Cornwall Lewis always maintained the proper method of interpreting them has yet to be discovered. It is yet a moot point not only under what Pharaoh but under what dynasty of Pharaohs Joseph was Prime Minister of Egypt

We rode leisurely back to the boat after satisfying our curiosity at Abydos, shooting as we went twenty-four pairs of pigeons and three geese we brought home with us, besides those consumed on the road. Our invalid also had ventured out with his gun in our absence and had returned laden with twenty-three additional pigeons so that we might very easily have started a respectable poulterer's shop. By this time we were pretty well tired of pigeons, and now had no part of them served at table but the breast. By 4h. p.m., we were underway, and shortly afterwards were overtaken by the Canopus, which though not a match for the Fortunata under sail beat us with oars perhaps owing to having a stouter crew. After dark the wind very much increased, and we came to for the night.

31st.—Started early in the morning but soon had to come to again, as the wind was too much for us, so we lay snugly at the bank all day near some tombs which we visited. The wind moderated a little at sunset when we dropped down to Tolitœ, where the alleged attack on an Englishman's boat had recently taken place. If there are any *cattive gente* hereabouts they keep aloof from us, having had probably more than enough of Mr. W's. big gun and the swan shot.

February 1st.—To-day we had little wind and dropped fast down, T. and I tried to get at some geese, but failed. At night came to in order to avoid shoal water.

2nd.—We stopped at Manfalout for a couple of hours for provisions. While there, the only three-masted dahabeeah we have seen came up. She belongs to an American missionary at Cairo and is a fine able boat built of iron, but cannot go above the first cataract.

3rd.—Reached Tel el Armana last night. We took a long ride across the desert to visit some tombs, which except that they appear to

have been constructed by Fire-worshippers from the emblems on their walls probably during the Persian conquest of Egypt have little to repay the trouble. In the afternoon dropped down to Beni Hassan where we lay all night.

4th.—After breakfast we rode up to the tombs, which are believed to be among the oldest in Egypt. The paintings on the walls are much less conventional than those on the more modern temples and tombs. A group on one of them long supposed to represent Joseph and his brethren, but now thought to be much more ancient, is remarkably well drawn and human-like, which I must honestly confess most Egyptians works of art are not. Here we met our friends of the Canopus, and the two sisters with their black dragoman. Rode back to our boats with the latter and started.

5th.—Opposite Minieh in the morning. We were forced to the bank by high wind in the afternoon: T. and I landed and walked up a valley intersected by the remains of a strong wall intended to prevent incursions from the wild denizens of the desert. By some mismanagement we got in contact with the sisters' boat to the great detriment of our steering gear.

6th.—Passed Goloseneh early in the day. On landing to-day was rather shocked to see near a large village some modern graves on an embankment where the earth had either slipped or been dug away exposing the mouldering remains of mortality to the air, the bones and shreds of the grave clothes were still plainly visible. T. who was our chief sportsman as well as artist tried to get something for the pot to-day, but all he got was a poor pitiful plover. Pigeons, not to speak of geese are no more to be found.

7th.—We reached the village of Bedrashayn about 1h. p.m., and having got donkeys rode up to the Pyramids of Sakara and then visited the tombs of the Sacred Bulls, and the ruins of the far-famed city of Memphis once the capital of Egypt long ere Thebes was ever thought of, and still a great city long after Thebes was in ruins. In fact it remained the second city in Egypt next in splendour to Alexandria through all the times of the Ptolemies down to the days of the Caliph Amrou who destroyed it so completely that scarcely a vestige is now to be seen. The tombs indeed of the Sacred Bulls worshipped under the name of Apis are all that are left worth examining, and they are indeed well worth a visit, second indeed to nothing in Egypt. The tomb we saw consists of a long underground gallery with recesses like large stalls cut at intervals along its whole rocky length; in these recesses the huge sarcophagi of the Bulls stand, some are covered with hieroglyphics,

notwithstanding the hardness of the material, black basalt. How they were ever got into the narrow space in which they now stand is a puzzle to which a reel in a bottle is as nought. Monsieur Mareitti with all the appliances of modern science including a railway is now making the attempt to get one cut, but it appears more than likely that he will fail. In the evening we dropped down to Gizeh.

8th.—A foggy morning brightened into a splendid day as we mounted our donkeys for a ride to the great Pyramid of Cheops. Here we went through the usual routine of being hauled up and down the pyramid by ragged Arabs and then being choked with heat and dust in its interior. We visited the Sphinx and a tomb which goes by the name of Campbells, where we found a poor wretch of a Dervish being built into a wall. He had been performing his final ablutions apparently just before as we found water and a comb lying outside. Our invalid got extremely ill in the interior and had to be carried out by the Arabs, and was insensible for some time after his return to the open air. The atmosphere inside is most stifling and not rashly to be braved by a delicate person. Our friends of the Canopus who had joined us in our expedition rode back with us to the boat, joined us in our penultimate dinner on board, and helped us to finish our champagne. If this log should ever meet the eye of either of those excellent men and cheerful companions I would offer them my cordial thanks for much pleasant intercourse during our Nile voyage. But for them we might have felt something of that monotony of which I have heard others complain, but which to us was unknown.

9th.—Crossed to Boulak and rode up to Cairo to church, then to Shepherd's hotel, where we took rooms. Came back to Boulak in the afternoon.

10th.—Finally left the *Fortunata* after having lived uninterruptedly for three months on board of her, and I did so with great regret for it had been—with some small discomforts—indeed a pleasant time.

As a parting advice I would strongly recommend those who have patiently followed my log to its conclusion, or at least such of them as may have any thoughts of exploring the Nile to do so in a dahabeeah not in a steam boat. A berth in a steamer—which will rush you up to Assouan and down again in hot haste—may indeed be secured at Cairo for £44, being at the rate of something more than two guineas a day, while our boat cost us but one each daily everything included from our departure from Cairo till our return thither, a period of 79 days. But like the unfortunate crocodiles which these noisy fussy steamers have banished from the lower Nile, the peculiar pleasures of life in Egypt

will have vanished, and instead of a month or two of calm placid yet intellectual enjoyment beneficial alike to mind and body to be found aboard the time honoured Nile boat, three weeks of hurry and racket with mobs of intrusive excursionists, and crowds of bawling Arabs accompanying you wherever you go will prove but a poor substitute.

GORUCKPORE REGATTAS, 1871.

A SHORT account of the doings of the Goruckpore Yacht Club during the past season may be acceptable to some of our readers, Goruckpore being apparently but little known to the public generally, and but few seemingly being aware of the existence of probably the only yacht club of India. The club was instituted in 1868, and already numbers more than 30 ordinary and honorary members (besides the officers:—Capt. F. Allen, 18th Regt. N.I., Commodore; F. E. Elliot, Esq., B.C.S., Vice Commodore; C. F. Wintle, Esq., Secretary); while the fleet comprises more than a dozen sailing boats of from one to six tons. The sailing ground (if the phrase may be permitted) is, during the season, a very fine sheet of water, extending for some miles, diversified with islands and groves of trees, rendering the sailing both varied and beautiful. The only drawback is the shortness of the season, as the Domunghur Lake is formed from inundation water only; consequently we have but three short months of cruising; at the expiration of which the larger boats have to be sent into dock, while the smaller are transported to another and minor lake, called the Nundour Tal, about six miles south of the station. The first match of the season was for the annual "Goruckpore Regatta Challenge Cup," which is open to all-comers, but probably, from the existence of the club being so little known, has failed hitherto to attract competitors from elsewhere.

The following boats were entered—Messrs. Blundell and Young's Clara, cutter, 6 tons; Mr. Blundell's Venture, lugger, 3 tons; Mr. Blundell's Rose, sloop, 2 tons; Commodore Allen's Kate, cutter, 6 tons; Vice Commodore Elliot's Fawn, lugger, 2 tons; Mr. C. F. Wintle's Dolphin, sloop, 2 tons; Captain de Brett's Swallow, latteen, 2 tons; Mr. J. H. Onraet's La France, sloop, 6 tons; Colonel Carey's Lurline, schooner, 2 tons.

Of these the Dolphin, Lurline, La France, and Swallow did not start. The course fixed by the Committee for the race was from the boat-house up to the Karmainee Lake, round the lake in a triangle twice, and back to the boat-house, about 15 miles. The day originally fixed for the match was Saturday, the 29th July; but the fates were unpropitious. On the following day, however, a breeze sprung up, and as it shewed very evident signs of increasing, all preparations were made for the morrow. Monday, the 31st July, broke with a rattling easterly wind—in fact almost too strong for the small boats—being very gusty, with heavy

squalls of wind and rain at frequent intervals; however, it was determined to sail the match, and the station gun was accordingly fired at 7 A. M., to warn the residents to proceed to the lake, the hour for starting having been fixed for 10h. A.M. With that punctuality for which ladies and gentlemen, and notably the members of the G. Y. C., are famous, the good folk of Goruckpore began gradually dropping in at the boat-house at every hour up till 1 P. M. As this, however, is such a perfect matter of course on these occasions, the Secretary took it with his accustomed sang froid, and as it happened, the delay was of no consequence. Owing to the uncertainty of the wind, the actual course to be sailed had to be decided on the day of the race, and it was consequently necessary for the Committee to lay down a couple of signal flags at the extreme end of the Karmainee Lake. To accomplish this the Commodore and Secretary proceeded in the Kate, the breeze, as she started, was blowing in heavy gusts, but it was not till she got into the open water of Karmainee that the full force of the wind was felt. The yacht here spun along at a tearing pace, shewing what she could do, though close reefed, and the point was soon reached where the first flag had to be fixed. This was managed, but with some difficulty, the force of the wind and waves being very strong; the latter were so high that at times the shore was completely shut out from the view of those on deck, and had the boats started at the appointed time for the race, the smaller open boats could not have lived in the sea that had risen. The Kate meanwhile had been dragging her anchor, but as soon as the work for which she had come was finished, sail was made on her. Before she could be got fairly under weigh, she was driven on the shallows, from which it was a long and weary task to get her off, with no sea room to work in, half a gale blowing in her teeth; it was impossible to work to windward, and the only course left was to scud to lee of Tiffen Grove and then beat to windward home. This was done, and, to make a long story short, she eventually got back to the boat-house by about 2 P. M., her crew pretty well soaked, tired, and hungry. The party here were equally hungry and more impatient, and had already commenced attacking the good things prepared for the occasion. We remark here that the G. Y. C. do not patronize banting. There was perhaps some excuse for them, as the comparative calm of the home waters, land locked and sheltered from the east wind, given no idea of what may be out in Karmainee, and they would not believe the troubles the Kate, good boat as she is, had encountered. Not much time was lost, however, in tiffin, and preparations were at last made for the race.

The start was a flying one, the time allowance being given at the commencement, the boats coming up with all sails set, and going away from a line between a couple of flags in front of the boat-house.

The boats, after a trifling delay, got away in the following order:—Fawn, Rose, Venture, Kate, Clara.

The wind was gradually lessening, as it generally does towards the afternoon, but was still very gusty and unsteady. The Fawn and Rose got away on even terms, both under reefs, which the former gradually shook

out one by one ; the Rose tried the same game, but, finding she could not stand it, had to luff up into the wind, and take in a reef again. The Venture also started close reefed, but immediately shook them out one after another, and rapidly gained on the two leading boats. The Clara and Kate started together, and from their size and power were enabled to put up square-headed topsails, and sensibly gained on their rivals. The terms of the race had mentioned that there was no restriction as to crew, and the owner of the Clara, &c., had availed himself of the liberty, and put a number of natives on board the Clara and Venture, shifting them as required, and effectually using them as live ballast. How far such a proceeding was consonant with Rule VI. of the Club (and English Yacht Congress Rules) we will not stop here to argue ; suffice it to say no protest was made ; but the rule as to crews has since been altered, and in future only a limited number of friends and crew may be carried, as in all the English Regattas. The wind we have said was an easterly one, so for the first five miles about it blew right on the beam and quarter. This happens to be the Venture's best point of sailing, and her "live ballast" enabling her to stand up to her canvas, which she could not otherwise have done, she soon overhauled the Rose, and caught the Fawn at the entrance into Karmainee, and took a commanding lead. The two larger yachts were in the meantime shortening their distance, and in the first round caught and passed the Rose. While alongside of her, however, the Kate unluckily carried away her throat halliards, and although her owner rapidly repaired damages, she was never afterwards able to recover the distance lost. The wind had, especially in the open, kept up, gradually lessening, but still gusty. As there was only a stretch of about a mile beating on the triangular course, the Venture continued to hold her lead ; the Fawn though, as usual, making a good fight of it, and the Clara and Kate at intervals working up. The Rose, in the first round in Karmainee, was somewhat overpowered, having continually to luff up to the gusts, and was quite beaten off. During the second round the wind perceptibly lessened, and the boats all gained on the Venture, when they made for the straight course due south to the boat-house. The Venture, however, could not be quite caught, and maintained her lead to the last, while the Clara and Kate both gained on the Fawn, the former passing her and taking second place. During the last half-hour the wind died away almost entirely ; the smaller boats having no topsails, were also more disadvantageously affected by the lee of the trees which lined the eastern shore of the lake near the boat-house, the Rose at last scarcely drifting in. The yachts eventually passed the winning flag in the following time:— Venture 4h. 55m. 30s., Clara 5h. 1m. 45s., Fawn 5h. 5m. 45s., Kate 5h. 11m. 30s., Rose 5h. 30m. 30s.

By the scale the Kate and Clara had to allow to the Venture 1min. 52½ secs., and the Fawn and Rose 2 min. 30 secs., each, consequently the Venture won on her timing by 3 mins. 52½ secs. Clara second.

The next Regatta of the season took place on the 7th August, when a race was got up for a six-oared gig, presented by Mr. Blundell, to be

sailed for on the following terms:—Open to all yachts the property of members of the G. Y. C. Entrance Rs. 8. The second boat to save her stakes. The prize to be placed at the disposal of the Ladies' Rowing Club for the remainder of the season, and then to become the property of the winner. Time allowance, half Acker's scale. For this the following yachts were entered:—

Commodore Allen's Kate, cutter, 6 tons; Messrs. Blundell and Young's Clara, cutter, 6 tons; Messrs. Blundell and Phillip's Venture, lugger, 3 tons; Mr. Teed's Swallow, lateen, 2 tons; Vice-Commodore Elliot's Fawn, 2 tons; Captain Adamson's Lurline, schooner, 2 tons.

The course was a dead windward and leeward one, the flag boat Agatha being moored to the west, in the Karmainee Lake, the yachts having to make for a mango tree straight, to the east of the boat, and traverse the course six times, about 12 miles altogether.

The day was a fine one, with a fairish westerly wind, but, owing to the heat, none of the ladies ventured out, and consequently missed witnessing the prettiest match of the season. There was a fair muster, however, of the sterner sex, and the yachts left moorings at 1h. 30m., and started for the course. On arrival there, the indispensable tiffin was discussed on board the Agatha, and then the owners got under weigh.

The start was, as usual, a flying one with all sails set, from an imaginary line at the stern of the Agatha, and the yachts got away in the following order:—Lurline, Clara, Kate, Swallow, Venture, Fawn.

The first run being dead to leeward, the Lurline immediately winged out her main-sail and spenser, imitated by the luggers; while the two cutters carried balloon top-sails and all canvas they could. With the start she had the Lurline succeeded in reaching the tree first, closely followed, however, by all the rest, and then sheets were hauled in, and they commenced their first beat to the flag-boat. The actual time of reaching the tree was—Lurline, 3h. 2m. 30s.; Clara, 3h. 3m. 15s.; Kate, 3h. 4m. 30s.; Venture, 3h. 6m.; Swallow, 3h. 7m. 15s.; Fawn, 3h. 10m. 10s.

The Clara had therefore gained considerably on the Lurline and Kate, and for some time she continued to increase her distance. The race now became very beautiful, but almost impossible to discribe. As seen from the deck of the Agatha, the various yachts standing up with every inch of canvas spread, and in different positions and tacks, formed a "tableau" not often seen, especially in India. Their relative positions remained nearly the same, and they rounded the Agatha's stern for the first time in the following order—Clara 3h. 26m. 15s., Kate 3h. 29m. 45s., Venture 3h. 30m., Swallow 3h. 31m. 30s., Fawn 3h. 34m. 45s.

The Lurline finding she had no chance (she had no time allowance for her schooner rig) bore up very naturally preferring the cool comforts of the Agatha to some hours' unnecessary grilling in the position of whipper-in. On gybing round, the yachts repeated their first manœuvres, running before the wind, and passed the tree for the second time without changing their positions. On the beat back, however, the Kate again carried away her

peak billiards, and for some time it seemed as if the Clara was to have it all her own way. The Venture in the light breeze was gradually dropping farther astern, and the Fawn was evidently quite out of trim, even the Swallow beating her, and was already hopelessly out of the race. The yachts were timed round the Agatha for the second time as follows :—Clara 3h. 54m. 15s., Venture 3h. 58m. 55s., Kate 3h. 59m. 30s., Swallow 4h. 8m. 35s. Fawn 4h. 8m. 2s.

In the run for the third time to the tree nothing particular occurred, but the Kate, having repaired damages, gradually caught up the Venture, rounding the tree 15 seconds in advance of her, and holding her distance with the Clara; but now the tables were turned and while beating back, the Clara came to grief, carrying away her throat halliards, which enabled the Kate to pass her, and exactly change places, as they gybed round the Agatha for the third time in the following order :—Kate 4h. 29m. 0s., Clara 4h. 30m. 45s., Venture 4h. 35m. 0s., Swallow 4h. 50m. 0s., Fawn 4h. 59m. 0s.

From this time the Kate and Clara stuck together like the Siamese Twins; the latter, however, could never pass her rival, the official timing of the conclusion of the race, by the Judge's watch, being Kate 6h. 14m. 30s., Clara 6h. 20m. 0s., and so ended, taking it all in all, as pretty a race as could have been wished,

The next race took place August 29th, which day was a bright hot one, with unfortunately only a light easterly wind. The start was from the flag-boat Agatha, anchored a short distance from the shore. The boats had to make first for some low bushes about a mile in a southerly direction, then for half a mile nearly due west, gradually working about north-west with a beat up due windward for about a mile to the flag-boat and twice round, making a course of about six or seven miles.

The terms of the match were—a silver cup, value Rs. 120, presented by Meah Ahmed Ali Shah, of Goruckpore. Open to all yachts belonging to the Goruckpur Yacht Club. Entrance Rs. 8 each. Second boat to save her stakes. Time allowance for tonnage, half Acker's scale. No restriction as to canvas; only one friend allowed on board each boat, and crews restricted to certain scale.

The following yachts entered:—Commodore Allen's Kate, cutter, 6 tons; Messrs. Blundell and Young's Clara, cutter, 6 tons; Messrs. Blundell and Philipps' Venture, lugger, 3 tons; Vice-Commodore Elliot's Fawn, lugger, 2 tons; Mr. C. F. Wintle's Rose, schooner, 2 tons.

The start was a flying one as usual. The wind was very light and uncertain, and the yachtsmen were evidently trying to wait for a breeze, but eventually they got off in the following order :—Venture, Rose, Kate, Clara, Fawn.

The Venture had a long start before even the second boat got away, which was followed, however, in close order by the remainder. The pace, as may be imagined, was very slow. The first round was sailed without any change of places, with the exception of the Kate, which passed the Rose on the second side of the triangle, and took second place. The boats rounded the

Agatha in the following order:—Venture, 3h. 44m. 5a. ; Kate, 3h. 49m. ; Rose, 3h. 56m. ; Clara, 4h. ; Fawn, 4h. 6m. 30a.

In this round, therefore, the Kate had gained 4m. 10s. on the Venture, and 10m. 41s. on the Rose ; the time actually taken by each boat being—Kate 44m., Venture 48m. 10s., Clara 53m., Rose 54m. 41s., and Fawn 59m. 10s. The wind still kept very light, at times almost dying away into a dead calm. The yachts consequently made but slow progress round, shifting their individual distances from each other as the wind slightly rose or fell. They eventually rounded the flag-boat Agatha as follows:—Venture, 4h. 31m. ; Kate, 4h. 33m. 45s. ; Clara, 4h. 55m. ; Rose, 4h. 55m. ; Fawn 5h. 0m. 25s.

The Kate and Clara by the scale had to allow the Venture 1m. 52½s., and Rose and Fawn 5m., consequently the Kate won the cup by 4m. 50s. Venture being second. The race was a very uneventful one, but was sufficient to show the superiority of the Kate in either a light or heavy breeze. The Clara had not the advantage of her usual master-hand on board, and after passing the last tree on the second round, persisted in keeping up her balloon-jib beating dead to windward being thereby driven quite out of her course. The Rose also had no allowance for her schooner-rig, and having to lower her fore top-sail on every occasion of going about, put her to a great disadvantage compared with her competitors. All hands were, however, so well pleased with their day's amusement—we did not get home till long after the shades of evening had closed around us—that it was determined to meet and "try again" the following day for a scratch race, on terms to be decided on the spot. The fates were against us, however. The morrow broke, but with a dead stillness that augured badly for a breeze. A few of the more determined ones met at the trysting-place, and at last went out in the Agatha, with the yachts attendant, but it was no go. For a while there seemed signs of a blow, but it proved to be only a heavy fall of rain, the effects of which had to be guarded against by an immediate attack on the delicacies of the season, without which, it is but proper to state, the members of this Club with commendable foresight never venture very far from home. A light breeze sprang up in the evening, enabling the yachts, after a short cruise, to reach their moorings in safety, and the next day the fleet returned to the old and more welcome waters of Domunghur.

ROYAL CLYDE YACHT CLUB.

A WANT which has been long felt by yachtsmen visiting the Clyde will be fully provided this season by the erection of a spacious hotel and club-house at Hunter's Quay. Last year the members of the Clyde Yacht Club, which has since then obtained the title of Royal, took the matter in hand, and their endeavours to provide proper accommodation at a convenient part of the course have been attended with a success which cannot be other than

gratifying to all who are connected with yachting and aquatic sports. They obtained a friendly ally in James Hunter, Esq., of Hafton, who has supplied the necessary ground at Hunter's Quay, and has erected a handsome building combining club house and hotel, the former part of which is to be leased by the Royal Clyde Yacht Club for a series of years. The site of the building is close to the road leading along the shore at Hunter's Quay, and within a stone's cast of the pier. It has many advantages in its favour. Not only is the locality in a measure central, but it is of easy access from all points, while the natural advantages afforded for the accommodation of yachts are very great, the anchorage in the vicinity being perhaps unequalled at any other point of the coast. In former years Hunter's Quay was a favourite spot for the hoisting of the commodore's flag, and many a hardly-fought contest has been started and finished from the mouth of the Holy Loch. Indeed, there is little doubt that but for the want of hotel accommodation it would have more frequently been made the Yachting rendezvous of the Clyde, yachts hailing from the Clyde, on the occasion of the forthcoming season will find the completion of a structure which will not only supply every comfort a yachtsman could wish, but will form a vantage ground from which sailing matches in the Firth can be witnessed conveniently. The building commands an extensive view. From the club windows Kilcreggan, Cove, Strone, &c., together with a large expanse of the Firth, are in sight, and, as viewed from the bay, the building itself presents a massive and pleasing appearance. It covers a space of ground 66 feet 3 inches long by 64 feet 6 inches wide, the left hand or hotel part being three storeys, while the right hand or club part is only two. The hotel entrance is a side one on the south elevation, the entrance to the club being in front, on the right-hand is a large coffee room 20 feet by 37. Above this, on the second floor, is a room of similar size, which is to be used as a reading room exclusively for the use of the yachtsmen, and extending backwards is the club billiard room 30 feet 6 inches by 20 feet, lighted from the roof. Close by is a smoking room, club master's room, club committee room, and other conveniences. The two front rooms on the first and second floors are provided with large circular windows the entire breadth of the rooms, from which an excellent view of the places we have mentioned can be obtained. Besides the large coffee room, the hotel contains a ladies' coffee room, several parlours and twelve bedrooms, and the building has every convenience of a first class hotel, capable of accommodating a goodly number of visitors. Easy access is given from the club to the hotel, and altogether the arrangements made are likely to afford every accommodation to yachtsmen visiting the Clyde. The hotel is substantially built, having polished freestone corners, and the total sum expended on it will amount to about £3,000. Altogether the erection, when completed and furnished, will cost little less than £5,000. Building operations, which were commenced about the beginning of November last, have been pushed forward rapidly, and now the club house and hotel are fast approaching completion. It is expected that the club portion of the building will be ready for occupation at

the end of May, so that the advantages conferred by it will be enjoyed during the forthcoming yachting season. The various contractors engaged have executed their several contracts in a satisfactory manner under the superintendence of the Clerk of Works, Mr. A. Purdie, Surveyor on the Hafton estate. The architects of the building are Messrs. Pilkington and Bell, Edinburgh.

SPLASHES OF SALT WATER.

" 'SIR' said Dr. Johnson to a friend 'when you have seen one green field you have seen them all; now let us take a turn or two down Fleet Street;' in like manner my dear Jones, when you have seen one regatta you have seen *them* all, let you and me therefore take a turn down the pier."

It was the second week in August, and my old friend Brown and I were revelling in the lovely summer weather, and doing the regatta at Ryde. It is needless to say that Brown was no yachtsman, had he been one he would never have drawn the above parallel, and I know too well that interest in so subtle an art as match sailing was not to be aroused without some knowledge of that art, and that the art itself is by no means to be imparted by a five minutes lecture on Ryde pier, to try and instil into him much of my own enthusiasm for that prince of pastimes. And yet I could not help remarking that it was no reason that because he did not appreciate the days proceedings there should not be scores of people on that pier to whom it was a source of unmingled pleasure and delight.

Brown gave a scarcely perceptible shrug of his shoulders, and scoffingly blew a whiff from his Havanna; "My dear boy" said he "how many of that group who stand at the head of these landing stairs can you point out, who care one single brass farthing whether the big thing down there with two masts, whatever you may call it, or the little one with one mast wins the cup."

"And when you and I went down to Epsom last Derby day" retorted I "how many men could you have shewn me, who, not having any money on, cared the conventional fig, whether the brown horse or the bay one pulled off the race. And yet, Joe, you had a new white hat, and a new pair of unmentionables so tight that you could hardly struggle into them, a birds-eye fogle, and a pin that would have done honour to a stud groom, and in spite of all this you drank a glass of champagne as the horses rounded Tattenham Corner, and absolutely filled your mouth with *pate de foie gras* as the winner passed the post. Now, as the vessels are out of sight, sit down here, give me a light from your cigar, and let us take stock of the passers by. "The noblest study of mankind is man," let us then devote ourselves to this noble study as far as it is influenced by yachts and yachtsmen. And first, let me tell you that there are yachtsmen of sorts, just as there are soldiers, swells, parsons, shooters, and hunting men of sorts, and that this

pastime is entered into for a variety of reasons, whose number would weary you if I tried to enumerate them."

"Look at that little dark man coming down, trying hard to look as though he could not walk straight on dry land. Well that's Binkle; surely you remember little Dick Binkle at school, and how he was flogged for presuming to kiss his hand across the church, at the young ladies of the seminary who sat in the opposite gallery. He has come into some money unexpectedly by the death of a very distant relative, and has taken to yachting by way of getting rid of some of it; one would think his pea jacket was afflicted with a violent eruption of brass buttons, and did one not know that he would be rejected on account of his want of back teeth, one might be disposed to think that he had joined the Coast Guard service to look at the enormous telescope he carries under his arm. He alludes to all the well favoured young ladies of his acquaintance as 'rakish craft with a decentish kind of a figure-head' their head dresses are never with him anything less nautical than gaff-topsails, and his timbers (whatever they may be) ought by this time to be a mere collection of stray chips from the constant desire he expresses to have them shivered. He for one does most certainly not care a button about the issue of the race, indeed he was offered a cruise in one of the racing craft, but made an excuse of some kind, the truth being that he was afraid of being sea-sick if he ventured outside the Needles. It is the swagger of the thing that pleases him, not a pleasure derived from rushing through the blue water and feeling your boat leaping and throbbing under you like a living sentient being. Binkle's great delight is a nearly calm day, a clean pair of ducks, an enormous jorum of champagne, and as many ladies as he can stow in the not very roomy cockpit of the 'Lively Polly,' and the delight he evidently experiences in asking them, when they would like *my* boat to be ready, and whether *my* man shall be at the stairs for them at eight-bells, is something which must be seen to be appreciated. However, his yachting does him a certain amount of good, as he gets more fresh air than he would in the billiard-room of the club if he stayed on shore; and if he does occasionally make himself bilious by an undue consumption of champagne and cold pie, the joint effects of sea-air and blue water tend materially to shorten his doctor's bill."

"This tall, rather good-looking man coming, is the Honorable Augustus Percival Front-de-Bœux. He, too, is totally indifferent as to the day's sport; not that he despises it particularly or thinks it beneath his notice, but that he is by nature indifferent to everything, and affects a well-bred *nonchalance* concerning most things which makes those who do not know him set him down as utterly *blase*. You do not see *him* launching forth into the vulgar affectations of an erysipelas of gilt buttons, blue-jacket-shaped ducks, or a hitch-up of the same; he sports his blue serge in summer as he does his pink in winter because other people do, and because he always has a wish to do the right thing. His knowledge of yachting is no doubt limited, as he can hardly be expected to take sufficient interest in anything to induce him to make the necessary inquiries as to the practical

management of his vessel. He knows her to be a schooner, and that she is provided with a stem and a stern; he has heard of her having a fore-castle situated somewhere at the opposite end of the boat, but is not sure whether the men sleep in turn-up bedsteads or four-posters, and does not care to take the trouble to find out. In spite of all this affectation of indifference, there is a fair amount of good sense in him, and of what scientific men denominate potential energy, which however it requires a strong pressure of circumstances to arouse. It was this which caused him to go overboard so pluckily when a man was washed overboard in a heavy sea on the voyage home from Norway last year, and it was his calmness and collected behaviour that kept the captain from losing his head, and perhaps the vessel too, when they were caught in the end of Portland Race in a gale of wind."

"Here comes little Tom Alston, one of the merriest little dogs going, and who would not be here now, but that he put off from the pier five minutes too late, and was not in time to get on board the *Polyanthus*, before the gun fired. He is always a welcome guest on board, for he is nearly as good as a paid hand, having always been in the habit of working his own little craft himself, and being thoroughly acquainted with the use of every ropes' end in the vessel; indeed, if the paid hands only put the same amount of energy into their work as he does into his, they would be worth all their wages, and an extra couple of glasses of grog into the bargain. The very opposite of Binkle, he is intensely excited about every turn the course of events take in the match, and watches every flaw of wind, as a marrying mamma does an eligible young man's attention to her daughter. But if he is thus on board a friend's vessel, he is truly at his zenith of happiness on board his own. There you may see him during a race, his upper man cased in a jersey, his legs well set against something for a purchase, and his whole frame strained to the utmost to help get in that last half-inch of the mainsheet; or, should you chance to pass the '*Anonyma*,' a few minutes later, you may see his rotund countenance peering, hopefully, over the bulwark, till it is suddenly withdrawn, the owner fearing it may hold enough wind to damage the boats' chance of the cup—often defeated, but never vanquished, you may hear him one moment raving he will never race again, and behold him five minutes later, buying a yard or two of silk for the express purpose of making a new racing flag for the next regatta on the list of fixtures."

"Here, just putting off in his gig, is one of the fathers of the pastime, not quite as active, perhaps, as he has been, but still tolerably hale, and excessively hearty. His heart and soul are in the sport, and he looks on winter as a dreary unyachttable interval which exists without due cause between two seasons. His beau ideal of enjoyment is a closely contested match, and no distance is too great for him, no trouble too much if a good race is likely to be the result. What Blackstone is to the law of England, he might be to the laws of yacht-racing, for they possess no intricacies for him, he has unravelled them all long since, and is quite willing to expound them to you, should you desire or require it. But here comes the *Narcissus*, her spinnaker and big topsail luffing her through the water at railway pace.

How much has she got to allow the Ocean Pearl? Three minutes and-a-quarter. Get out your watch Jones; one minute gone! two! two-and-a-half! By Jove she'll do it now. No, she won't, three minutes gone! five seconds, seven, eight. Bang! and by all that's blue, the Ocean Pearl has pulled off the cup."

"And who on earth is this getting so awfully excited, and shouting the seconds in this frenzied manner. Why, it's Joe Brown himself, a perfect convert to the delights of yachting; so much so, that he insists, come what may, on taking the very first steamer to Southampton tomorrow morning, and ordering Dan Hatcher to build him a forty tonner, which shall be the admired of all admirers and whip creation.

Editor's Locker.

ON INTERCOMMUNICATION, ETC.

SIR.—I have been much interested in reading the correspondence, which appeared in your Magazine at different times, on the subject of Intercommunication.

There can be no doubt either as to the great importance and usefulness of a collection of facts illustrating the progress which has hitherto been made in yacht building, or as to the extreme meagreness of the details which are as yet generally known, and which might form the foundation of such a collection.

Such being very generally admitted to be the case, does it not behove yachtsmen to see whether it may not be in their power to do something towards the furtherance of any scheme of the formation of such a collection?

The plan of forming a committee to collect and classify particulars of existing yachts seems unlikely ever to succeed, partly on account of the laziness of the majority of yachtowners, who will not take the trouble even to fill up a printed form, and partly on account of the jealousy of builders who appear to be afraid of the secrets of their partial success being known.

This being so, it appears to me that, if yachtsmen would but promise their support, the end in view might in time be attained by the publication of a Magazine which should, in addition to all usual yachting intelligence, contain in each number plans of one or two well known and successful yachts together with illustrations of any details which may appear to be interesting.

Hunt's Yachting Magazine, being the only publication devoted exclusively to yachting, is the paper channel for the ventilation of these subjects. Let it be enlarged, and the price raised; yachtsmen will surely not grudge paying a little more towards the support of so useful an object.

Many yacht owners, who will not devote the necessary time to filling up a form or writing a letter giving particulars of their yachts, would willingly

answer verbally any question put to them by the correspondent of the *Yachting Magazine*, and would probably lend any sketches or plans they might possess for insertion in the Magazine.

Yacht builders, who are not willing to forward the necessary details when merely invited to do so for the purpose of making a national collection, would perhaps do so if they could be led to see that the doing so might be to their commercial advantage. I do not think that they need be afraid of losing custom through the secrets of their success becoming public as intending yacht purchasers would nearly always prefer going to the originator of a successful design, rather than to his imitators; moreover, I presume there is no builder, even the most successful, who would not be willing to admit that he might occasionally be the gainer by some hint from his brother builders.

But it is not only as regards the lines of yachts that such a scheme would be advantageous; there are many details, improvements in rig, and in fittings of yachts, which are almost unknown except to a fortunate few, but which other yacht owners might be very willing to introduce did they know of them; many a beginner would be only too glad if he knew where he could refer for details which would assist him in fitting out his yacht; it is true that in the earlier volumes of *Hunt's Yachting Magazine* there are some excellent articles and illustrations concerning the rigging and fitting out of yachts, but it is not everyone who is inclined to purchase so many back volumes, and also there is now no periodical which makes known and illustrates the improvements which are constantly being introduced.

Hoping that my letter may be the means of inducing some of the patrons of yachting to come forward in support of my plan, or of a better one.

I am, &c., J. R. R.

YACHTING ON THE ICE.

A REGATTA took place on Jan. 11th, at Poughkeepsie, on the Hudson River, U.S., for a silver cup, the gift of G. W. Davids, Esq.

An early start.—At five minutes to one o'clock the *Restless*, which had won the choice of position, came to the line off the Kaal Rock and took a stand to the westward; the *Icicle* ran in second, the *Haze* third, *Hail* fourth, and *Snow Flake* fifth. It was expected that the *Ella* would enter the race also, but, unfortunately, some difficulty was encountered in putting her runners to place, and she had to haul out. At 1 p.m. the contesting boats were all in line, and the judges, Messrs. Hudson Taylor, Walter Van Kleeck, and George W. Davids were in position. Mr. O. H. Booth sailed the *Restless*, J. C. Buckhout the *Haze*, Dick Knight the *Hail*, John Roosevelt the *Icicle*, and Charles Wilkinson the *Snow Flake*. The judges informed them that whatever load they took away must be brought back; the boat failing to do so to forfeit the race. At this juncture the scene on the river and upon the hills adjoining was an unusual one. Hundreds of men, women

and children were upon the ice and on the piers or hills surrounding, all waiting with apparent great anxiety for the start. The boats were in line, about twenty feet apart, with their noses to the windward and their respective sailing masters watching the starting judge who was to give the word. "Are you ready?" went forth on the frosted air, and then, after a responsive "Aye, aye," came the word "Go!" It was a beautiful sight as each vessel wore away into the teeth of the wind and strove for first position. It was conceded on all sides that the start was a splendid one. The Snow Flake took the lead, and at first it seemed that the movement was a fatal one so far as victory for the others was concerned. Strange to say the Haze, the finest boat on the ice, was last, for she experienced a bad start. Down the river each boat glided, tacking, with lightning rapidity, from shore to shore. "The Haze is going to the windward!" shouted somebody; and sure enough she was. Her remarkable sailing qualities were being put to a successful test. One by one she overhauled the other boats and passed to the front, and though she was last at the start, she turned the stakeboat ahead, followed, however, closely by the Icicle, with the Restless third. The race up was a first-class one throughout, the Haze dashing along at the rate of a mile a minute, and widening the gap between herself and pursuers rapidly. She crossed the home line two minutes ahead of the Icicle, the latter vessel being followed by the Hail. On the way up the windows of a passenger-train going south on the Hudson River Railroad, were filled with ladies and gentlemen waving their hats and handkerchiefs to the victor, and as the latter passed the piers and docks at the lower end, the city bells and steam whistles signalled his success, as did also cheers from a hundred throats. The following is the time of each boat in the race. They all started at 12h. 52m. and came in as follows:—Haze, 1h. 30m.; Icicle, 1h. 32m.; Hail, 1h. 34m. 30.; Snow Flake, 1h. 38m.; Restless, 1h. 43m.

The actual distance from Poughkeepsie to Milton and return is eight miles; but the tacking of the boats made the distance at least twenty-five miles, which was made by the Haze in 38m.—very good time, considering the soft condition of the ice, and the fact that in the down trip, just before turning the buoy, all the occupants of the boat had to shove. After the race was over Mr. Davids presented the silver cup to Mr. Innis, without making any formal remarks. All agree that it was the best race yet had by the members of the association. The timekeeper was Colonel Henry Tallmadge.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Alfred Yacht Club.—A Special General Meeting of this Club, for the purpose of receiving the report of the committee appointed last November, "to revise the general rules, sailing regulations, courses, and scale of time allowance," was held on Monday March, 4th, when the report was unanimously adopted. In the general rules the chief changes made

were the allowing absent members to ballot for candidates at the general meetings by sending in lists by other members attending the meeting, when unable themselves to be present; and the addition to the committee of two members, whom it was understood were to represent the members resident at other ports, so as to give them, if they pleased, a voice in decisions on "protests, &c." and so tend to make yacht racing law more uniform. The allowance to schooners was slightly increased by sanctioning their entry at three-fifths instead of five-eighths of their real tonnage as heretofore, this being done in order to agree with the now usual practice in the south of England of adding two-thirds to cutters, the effect being precisely the same on the scale of allowances. Yawls are still allowed to deduct a quarter, which is also equivalent to the addition of a quarter to them in mixed matches the unit for which in the Solent is now the schooner rig, while in Ireland it continues to be the cutter. In order to meet a want complained of by racing owners, the following rule was also agreed to:—"After the season of 1872 no yacht shall be allowed to start for any prize given out of the club funds without having previously obtained a certificate of her exact racing tonnage, from one of five measurers, to be appointed by the club (if possible in conjunction with the other yacht clubs of the United Kingdom), and resident respectively in the ports of Dublin, London, Liverpool, Portsmouth, and Glasgow, who shall be entitled to charge the owner for same such fee as shall be arranged by the club, said measurers to be responsible for the accuracy of their certificates, which shall be sole evidence of the vessel's size for racing purposes as long as she remains unaltered (when a new certificate must be obtained), unless proved to be incorrect. The committee to be authorised to communicate meantime with other yacht clubs, with the view of making this rule, as far as possible, universal amongst racing yachts, and to appoint measurers either in conjunction with other clubs or not, as found practicable." This resolution, if it be followed up by other yacht clubs, will soon lay the foundation for a better and more uniform system of measurement and put an end to the present confusion and uncertainty as to a racing yacht's real tonnage, while the small expense and trouble to an owner of paying a fee and getting a certificate once for all would be as nothing compared with the inconvenience of the present system of each club measuring for itself, and often disputing with its next neighbour as to the proper size, though nominally both measuring under the same rule. The sailing regulations have been most carefully overhauled, and that against shifting ballast more strongly worded, as it had been rumoured that the old enemy "shot bags" might again be putting in an appearance; and it now reads thus, which is at least plain and intelligible:—"No yacht having on board any bags of shot shall be allowed to start in any match of the club; and during a race all the ballast must be stowed under the platform, or in the lockers, and shall not be shifted or trimmed in any way whatever, the owner or member in charge of the yacht being held responsible that this rule is strictly obeyed. The courses for the different classes of yachts were also altered and made more proportionate in

length, being now settled at 48, 32, 24, 16, and 12 miles, and a very carefully drawn scale or rather scales of time allowance selected for each. These scales are founded on the principles used in that of R.Y.S., viz., "That the allowance of time given by a larger to a smaller vessel should be *directly* proportional to the distance sailed, and *inversely* proportional to the size of the vessel,—e.g., if the larger can allow the smaller vessel one minute on a particular length of course, she can allow her two minutes on a course of twice the length. And with respect to the element of size, the assumption is, that if a vessel, of say 50 tons, can allow a smaller one any given time per ton, a vessel of twice the size, or 100 tons, can only allow half the time, or the same for two tons that the vessel of 50 tons allows for one ton." The standard of value used by R.Y.S. is also preserved, viz., "That a vessel of 30 tons can allow one of 29 tons one second per mile," while some errors of arithmetic, &c., are corrected and the tables are brought down to include the smaller tonnages. These sailing regulations and scales of time, having been thus carefully drawn up by a committee composed of practical racing yachtsmen, who are themselves continually in the habit of sailing matches, will, it is hoped, be found as nearly perfect as such matters can be, and will form the nucleus for that universal general code which has been so long talked about and desired by racing yachtsmen; and, for the purpose of promoting this end, the Royal Alfred resolved, that while the type remains standing, any club or sailing committee willing to adopt them may obtain any number of copies they wish, at merely the price of the paper and printing, by application to the Honorary Secretary, 13, Pembroke-road, Dublin—on condition, however, that they shall not be altered in any way. Clubs who accept this offer would necessarily save much expense and also risk of errors creeping into the reprinting of the mass of figures, of which such tables are composed, while the uniformity of the sailing regulations would be secured, and if the scale of time be thought too large it is easily lessened by lengthening the courses sailed over in any ratio of their length to that of the course to which the scale is drawn. We hope to give these Rules and the scale of time *in extenso* in the May number and the scale also in the *List* for 1872.

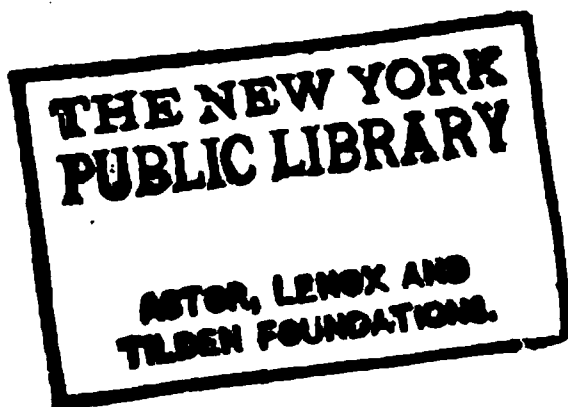
The 15th of May having been appointed for the celebration of Her Majesty's birthday, the following programme will be submitted by the Committee for approval at the general meeting on 15th April.—Opening cruise to Wicklow Head, 11th May. First match, for 3rd class yachts (not exceeding 26 tons) 15th; second match, from Kingstown Harbour to Carlingford Bar, 18th; third match, from Carlingford to Kingstown Harbour, Whit-Monday, 20th; fourth and fifth matches, double and single-handed, Whit-Tuesday, 21st. Cruise in Bay under Flag Officer, 1st June; sixth match, for 5th class yachts (not exceeding 7 tons), 8th; seventh, Corinthian match, no paid hands allowed on board, 20th; eighth match, for yachts of 2nd class (not exceeding 40 tons), 22nd; Cruise to Lambay, 29th; ninth match, open to all yachts of the club, 15th July; tenth match, for yachts of 4th class (not exceeding 15 tons), with special prize for 10 tonners, 16th; Closing cruise, 7th September.

Royal Dart and Clyde Yacht Clubs.—These clubs have received the Admiralty warrant, and will in future prefix the word 'Royal' to their title.

Temple Yacht Club.—The monthly meeting of this club took place on the 6th inst. The principal business consisted in the nomination of the sailing committee, and the preparing of the programme for the next season. The opening trip will take place on Monday, the 20th of May, the greatest part of the yacht owners having promised to have their yachts under way, it is anticipated that a good master will be made. In the afternoon a dinner will be served at the club-house, Charlton. This small but prosperous club has of late years gone through its programmes. A match may have been delayed for good reasons, but the matches have always been sailed and fair prizes given. Any gentlemen amateur sailors desirous of joining, or to receive information, are requested to address the honorary secretary, at the "Constitution," Bedford Street, Strand.

REGATTAS AND MATCHES.

- May 30th—Royal London, first and second class cutter match,
 30th—Junior Thames, first class
 31st—New Thames, first and third class cutter match.
- June 1st—Royal Thames, cutter match.
 7th—Cheshire, first and second classes.
 12th—Royal Thames, Nore to Dover.
 13th—Norfolk and Suffolk, at Cantley
 14th—Temple, Charlton to Gravesend and back.
 14th—Cheshire, first and second class.
 15th—New Thames, schooner match
 15th—Ranelagh, cutter match.
 17th—Royal Thames, schooner and yawl match.
 18th—Royal London, schooner match.
 20th—New Thames, channel match.
 29th—Junior Thames, first class.
 29th 31st—Royal Mersey Regatta.
- July 1st—New Thames, yawl match.
 2nd—Royal Mersey, Liverpool to Barrow.
 2nd—Royal London, third class cutter match.
 3rd—Barrow Regatta.
 4th—Barrow, Barrow-in-Furness to Clyde.
 5th—Royal Clyde, Hunter's Quay, Holy Loch.
 6th, 8th,—Royal Northern, Greenock.
 11th—Royal Ulster, Belfast Lough.
 11th—Norfolk and Suffolk, at Wrexham.
 15th—Temple, from Erith round Upper Blyth and back to Charlton.
 16th—Ranelagh, Erith to the Chapman.
 17th, 18th—Royal St. George's Regatta.
 24th, 24th—Royal Cork Regatta.
 27th—Junior Thames
- Aug. 3rd—Cheshire, first and class.
 8th—Norfolk and Suffolk, at Oulton.
 14th—Temple, Gravesend to Margate.
 17th—Cheshire, first and second class.
 21st, 22nd,—Royal Western Regatta at Plymouth.
 25th, 27th,—Torbay Royal Regatta.
 27th—Junior Thames, first class.
 28th, 29th,—Royal Dart Regatta.
- Sept. 11th.—Temple, handicap match.





HUNT'S
YACHTING MAGAZINE.

MAY, 1872.

THE KRIEMHILDA.

AGREEABLY with our promise given in last month's number we give the lines, dimensions, &c., of this beautiful cutter, which was launched on March 12th from the yard of Mr. Ratsey at Cowes, she is the property of Count Batthyany, owner of the Flying Cloud, schooner, and Rear-Commodore of the Royal Albert Yacht Club. Her displacement is 108 tons, and she measures by the Royal Thames Yacht Club rules 105 tons.

The following are the dimensions of her spars, sails, &c., at the present time.

HULL.		CANVAS BY LAPHORN.	
	ft. in.	Area of Sails.	sq. ft.
Length between perpendi- culars	82 3	Mainsail	2986
Breadth	17 5	Foresail	718
Draft of water forward	8 0	1st jib	1021
„ midship	11 3	2nd jib	818
„ aft	12 0	3rd jib	596
Height from water line at stem	7 0	4th jib	380
„ at sternpost	4 0	5th jib	178
Length on water line	79 3	1st topsail	1138
SPARS.		2nd topsail	936
Mast, deck to hounds	49 0	Jib-headed topsail	735
Topmast fid to sheave	44 0	Trysail	1648
Boom	65 0	Balloon foresail	945
„ diameter	13	„ jib	1873
„ circumference	3 5½	„ topsail	1646
Gaff to pin of sheave	43 6	Spinnaker	2818
Bowsprit outside stem	36 0	Jib topsail	793
Balloon topsail yard	60 0		
Overhang of counter	11 6		
			Total 19,229
		Besides two water sails	

The following is the scantling of the yacht, keel of elm sided $7\frac{1}{2}$ in., frame, first futtock sided $5\frac{1}{2}$ in., moulded 7 in. to 6 in., second futtocks sided $5\frac{1}{2}$ in., moulded $6\frac{1}{2}$ in. to $5\frac{1}{2}$ in., third futtocks sided 5 in. moulded $5\frac{1}{2}$ in. to 5 in., fourth and tops, sided $4\frac{1}{2}$ in. moulded 5 in. to $4\frac{1}{2}$ in., cant timbers, $4\frac{1}{2}$ in. The frames are bolted to a hogging piece inside the keel, which is formed first of a lead keel weighing 4 tons 10 cwt. 2 qrs., then the elm keel on which is laid a lead kelson weighing 4 tons 4 cwt. 3 qrs. and over all the hogging pieces to which the frames are bolted, the whole being fastened through with metal bolts.

The garboard strakes are of English elm, the planking to the light water line English and American rick elm, from light water line to wales English oak, and topsides of teak, the whole of the planking being $2\frac{1}{2}$ in. thick.

The vessel is unusually well fastened, the bottom being secured with treenails and metal dumps, with through bolts before and abaft each butt and at intervals of about eight feet.

In addition to the lead keel and kelson 8 tons 5 cwt. 3 qrs. 17 lbs. of lead has been run into the vessel, and besides this the mast step weighs 2 tons 2 cwt., making the total weight of lead cast into the yacht 19 tons 3 cwt. 0 qrs. 17 lbs. The beams and ledges are of English oak sided 6 in., moulded $5\frac{1}{2}$ in., and 6 in. sided and 3 in. moulded respectively.

There are seven iron knees on each side fastened through with metal bolts, in fact the greatest care has been taken to have every bolt, nail and dowel in the vessel of copper or white metal.

The ceiling or inside lining of the yacht is of red pine as low as the platform, the rest of the best English oak.

The deck which is one of the best ever put into a yacht is splendidly laid in narrow diminishing strakes all fastened with metal dowels and nails.

She is fitted with one of Harfield's patent capstans. The bulwarks are of yellow pine in one strake and are slightly rounded outwards, 2 ft. high, deck fittings teak.

The accommodation of the yacht consists of main cabin fitted in the mediæval style with walnut by Gregory of London, walls yellow and cerise, sofa cerise, yellow and silver, owner's berth fitted with silver birch furniture, ladies' cabin, one other sleeping cabin and steerage, all fitted with silver birch, the principal sail room is in the midship part of the vessel and obviates the necessity of having the sails in the main cabin while racing. 3 W.C., and 2 baths,

The mast and bowsprit are of red pine the former being 49ft. from hounds to deck and the latter 36ft. outside the stem, the topmast is 44ft. long, boom and Oregon stick 65ft. long, gaff 43ft. 6in. All the standing rigging is of the best steel wire rope.

She is fitted with pneumatic bells, Paget's patent winch, &c.

In addition to the lead run into her she will have about 19 tons of lead making a total of 38 tons 3cwt. of lead on board in addition to ten tons of iron ballast.

Crew consists of master, mate and ten hands before the mast, cook and two stewards.

The building of the yacht was superintended by C. Napier Pearn, Esq., Secretary of the Royal Albert Yacht Club at Southsea.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A MEETING of this Institution was held at its house, John Street, Adelphi, on Thursday, 4th April, Thomas Chapman, Esq., F.R.S., V.P., in the chair. Richard Lewis, Esq., the secretary having read the minutes of the previous meeting, the silver medal of the Institution, and a copy of the vote inscribed on vellum, were voted to Mr. Daniel Reading, master of the Ramsgate harbour steam tug, in acknowledgment of his general gallant services, in aiding to save life from wrecks on the Goodwin Sands, also to Mr. William Corkhile, of the Padston life-boat, in acknowledgment of his brave services in that boat in saving life.

Rewards amounting to £87 were also granted to the crews of other life-boats of the Institution for going off on service during the storms of the past month. The thanks of the Institution inscribed on vellum were voted to the Rev. Hugh Wilson, hon. secretary of its Ballywalter branch, together with £5 to four other men, in acknowledgment of their services in saving three men, whose boat had capsized off Ballywater, County of Down, during stormy weather on the 13th March.

Other rewards were also granted to the crews of shore boats for saving life from wrecks on our coasts. Payments amounting to £1,100, were likewise ordered to be made on different life-boat establishments. Her Majesty the Queen had sent her usual annual subscription of £50 to the Institution. New life-boats had been sent by the Institution during the past month to Porthcawl, Glamorganshire, and to Whitby. Mrs. Lingham, of Lower Norwood, had presented to the Institution the cost of the new life-boat establishment and to be formed at Rhosuejir on the coast of Anglesey.

Reports were read from Capt. J. R. Ward, R.N., the inspector, and Capt. D. Robertson, R.N., the assistant inspector of life-boats to the Institution on their recent visits to various life-boat stations. The proceedings then terminated.

THE FIRST CRUISE OF THE SIREN.*

A NARRATIVE OF YACHTING ADVENTURE BY A VETERAN YACHTSMAN.

CHAPTER X.

THE CONTEST.

“For the stern combat,
His sinewy arm the Dacian Gladiator
To the shoulder bares.”

AT NOON next day they found themselves within sixty miles of Cape Trafalgar, which bore about a compass east. Since daybreak they had been almost within hail of their companion of yesterday, and the two yachts were now running neck and neck on an E.S.E. course, the wind a point abaft the beam, Tarifa Point being distant about thirty miles. The vessels seemed extremely well matched, and but little difference could be detected in their sailing powers. With a bright day, a smooth sea, and a steady breeze everything seemed suitable for a trial of speed. The Siren's large topsails had been both hoisted, the purchases well set up, and the tacks well roused down, and it was not easy to see what more could be done to make her go faster through the water. Sir H. however was resolved to get ahead if possible, so he told the skipper to get up the hose and force pump used in harbour for giving the schooner a shower bath of fresh water, when requisite, to wash away the dingy, dirty and rusty appearance a craft always contracts on a long cruise, after much contact with salt water. These articles were no sooner on deck than ahand was sent up with the hose aloft, to give the topsails a good wetting. After this was accomplished, the same treatment was applied to the lower sails. This had a good effect and the Siren, decidedly began to draw ahead. The sails however soon dried in the hot sun, when the damping process was stopped by the men going below for dinner. Sir H. was steering and Maxwell and Madlle. were sitting on the grating close by him. The baronet looking round saw the other yacht slowly gaining lost ground at which he was not a little annoyed.

“I wish we could get that main-topsail set up a bit, these new halliards have stretched a foot at least since the purchase was last touched” said Sir H. Drew and Dawson were on deck but were forward doing something or other. There is always something needing to be done on board a yacht.

* Continued from page 175.

"If I had any one to hold on the whip of the purchase while I swig, I think I could get it up choke a block " said Maxwell.

" Let me help you " cried Natalie jumping up from her seat.

" I am afraid you are not strong enough in the arms to do much Madlle."

" I'll bet you a dozen pairs of Houbigant's best gloves that I am stronger than you ".

" How is that to be tested ? " asked Maxwell laughing.

" Very easily " replied she ' I'll undertake to put your arm down on the cabin table this afternoon within a quarter of an hour from the time I first try, and before you can put mine, if I can't then you win the bet—*vous comprenez Monsieur ?*"

" Perfectly " said Maxwell "and I accept the challenge willingly. I am no Hercules certainly, but I think I have surely muscle enough to hold my own against such soft round arms as you possess Madlle. However since like Samson you pride yourself on your strength, let's try what can be done with this topsail."

She readily accompanied him to the foot of the mainmast. He slacked the whip of the purchase of the topsail halliards carefully from the rack, and gave it to Natalie, cautioning her to be careful not to let it slip, but to hold it with all her strength, while he applied his utmost efforts to the purchase to get the sail up. Maxwell swigged away till he was tired, but could not get the sail above six inches up, though she carefully gathered in all the slack he could give her.

" Let me try " cried she, and Maxwell took the end of the whip, while she manfully seized the standing part of the purchase and threw her weight on it, by putting her foot against the rack and throwing herself back with the rope in her hands as she had seen Maxwell do. Whether it was her sheer force, or whether Sir H. gave the schooner an increased touch up in the wind, so as to empty the sail for a moment, is not very certain, but the fact that the yard went right up to the sheave in the mast head, the minute Natalie put her strength to the purchase is indisputable, and it was left to Maxwell to belay what he had got, and compliment Madlle. on her muscular powers.

" You had better begin pratising gymnastics without delay Maxwell else your gloves will be in danger " said Sir H. who was amazingly delighted with Natalie's performance, for which he thanked her most cordially.

" Now that you have learned to hand a sail, to haul a rope and to steer the ship, it is high time you should complete your nautical education by learning how to tie a reef point, Maxwell show Madlle. how to avoid

a granny's hitch so that she may be ready to lend a hand, the first time we are obliged to haul down a reef. "

Maxwell accordingly took her to the foot of the mainsail and showed her how to fasten the reef points, an accomplishment which with her usual aptitude, she soon made herself mistress of.

When her lesson was over she said she must go below and in her turn give Nanette her daily lesson in English, which she did partly no doubt to improve herself, for she had spared no trouble since she came on board in increasing her command of that language. The trouble she had taken had met with its reward, for her previous knowledge of the language returning by constant practice, she now spoke it remarkably well.

The two yachts continued their struggle all day sometimes the one a little ahead sometimes the other. It is very singular how vessels change apparently without cause their relative rates of sailing. Some slight movement on board, sending a man aloft, handing a sail, or some similar operation may cause a craft of moderate dimensions to lag behind in a contest which she seemed to be gaining a few seconds before.

When Madlle. appeared at dinner she had again transgressed Sir H's edict against dressing. On this occasion even in a more aggravated form than yesterday. She was now in a low dress, though still made of a black material, her neck, bust and arms bare. When Maxwell came to look at these last, he began to think his gloves in some jeopardy. There was nothing remarkable about the lower portion of her arms, except that they were rather exceptionally well formed, but above the elbow, and especially about the locality of the biceps, muscle they were singularly large. This was indeed the case to such an extent, that it might almost by some have been considered a defect, yet it was obvious she did not think so, as she wore the sleeves of her dress very short, exposing the arm well nigh to the shoulder. There was no marked development—the arm was too round for that. Yet the possession of such an arm, by a woman not otherwise remarkable for *embonpoint* betokened a very considerable amount of physical strength. Her bust was full, but by no means excessively so, and though there was certainly no salt cellars as ladies sometimes call them about her collar bone, her worst detractors could not say that she was too stout.

"Ah Madlle. you have again broken rules, have you been cooking in the galley again to day?" asked Sir H. as she entered the cabin.

"You shall see in due time, but you forget I have a contest to undergo this evening. If my memory does not fail me, it was usual for the competitors in the Olympian games to strip for the struggle, so to be *en regle* I have put on a low dress. I hope Monsieur Maxwell you have

not been practising gymnastics as Sir H. recommended this afternoon, or I shall lose my gloves, and I am much in need of a few pairs just now."

The dinner again wore marks of Madlle's. *petite soins*, though the supply of raw material she had to work on was rather limited. A nicely dressed *entrée* or two served to relieve most agreeably, in Maxwell's estimation at all events, the heavy style of cookery which had hitherto prevailed on board the Siren.

After dinner Madlle. retired to her own cabin, but promised to make her re-appearance in an hour when the table would be cleared and be a suitable arena for the doughty deeds to be performed by the two champions: Maxwell instead of practising gymnastics as Sir H. had advised him to do had been practising the *ars poetica*, but he had not found his muse in a very complaisant mood, and his attempt to write a suitable response on the part of the Siren to the lay so ably sung in her praise by her accomplished guest was in his own estimation a miserable failure. He however resolved to glance it over again before destroying it, and he accordingly retired to his own cabin for this purpose, but was shocked to find it had gone amissing in some mysterious way. He searched the drawer of his dressing table, his pockets, everywhere likely and unlikely but he could not lay hands on it anywhere. He was still busy trying to recall the verses or rather cudgelling his brains into producing an improved edition, when Sir H. summoned him into the main cabin as Madlle. was already there. When he entered, she was showing Sir H. a handsome bracelet on her right arm, having set in it on the opposite side to the clasp, three horse shoes, one of diamonds in the centre and a ruby and emerald one on either side.

"As you sailors put horse shoes on your masts, as a talisman to secure good luck, so I have placed this bracelet on my arm this evening as an omen of victory. You see Mr. Maxwell I have been adorning myself, as the gladiators of old for the combat, or perhaps I ought rather to say as the victim for the sacrifice—are you ready?"

Maxwell having intimated his perfect preparedness, she turned to Sir H. and with mock solemnity addressed him in the words which Leighton's picture of the Roman Arena, has made familiar to all "*Ave Cæsar Moriamus te Saluto*" and set herself down at the table, which was now clear of all incumbrances. Maxwell placed himself beside her and planted his right arm firmly on the mahogany, she followed his example and was about to place her hand in his, when she suddenly withdrew it exclaiming "Oh! my rings, I forgot how you scarified my poor fingers last night, I owe you something now for the pain you caused me then, if I wear them I shall be cut to the bone. Now for my revenge." As she

said this she gently slipped the pretty trinkets off, and put them on the table boldly placing her bare hand in Maxwell's. He lost no time in becoming the assailant, as time was precious, and ere Natalie was well aware the contest was begun, he had her hand within an inch of the table, she however cleverly recovered herself ere it touched.

"That's hardly fair, I was not quite ready," she cried, "try now," and Maxwell did his best, but after several attempts he was unable to bring her hand so low again. Sir H. who kept looking at his watch, told him the time was running on, and that he would require to be quick about it, if he did not mean to lose his gloves. So gathering his energies together, he succeeded in lowering his opponent's arm, so near the table that Sir H. thought she had lost, but she recovered herself at the last moment, and taking advantage of her opponent having partially exhausted himself with his efforts, she with a twist of her wrist, in which there was perhaps more knack than mere strength, overcame Maxwell's powers of resistance, and brought his hand down on the table with a rap on his knuckles that audibly proclaimed his defeat. Madlle immediately released his hand, kindly condoling with him, on the damage he must have received, but adding that it was only a just retribution for the pain he had made her submit to last night.

Sir H. laughed heartily at his friend's discomfiture, and enquired when it was he had been so cruel to Madlle.

"Oh ! said she I forgot you were not present when I was caught like Absalom as a punishment for my vanity in unnecessarily exhibiting my long hair last night, and ran the risk of being bound like Andromeda, not indeed to a rock but to one of your cabin doors till morning, when Proteus in the person of Mr. Maxwell, come to my rescue. I like all distressed damsels, who have nothing else to give, gave the hero who brought me relief, my hand to kiss, but instead of doing this, and releasing me, he cruelly kept me prisoner talking nonsense, for a good half hour, putting me to intense torture all the while, by squeezing my rings into my pretty soft fingers. But I have now revenged myself, though rather roughly I fear, I hope your hand is not very painful " she said kindly to Maxwell dropping the tone of banter she had previously employed.

"Oh no ! " said Maxwell putting the best face upon his defeat, " but you caught me at a disadvantage, won't you try again ?"

"No, no," said she "enough is as good as a feast and sometimes better, I might very probably lose my gloves were I to give you another chance, and as I am in need of them, I should very much regret that, so remember I shall claim payment, whenever we get on shore, if good gloves

are to be had, but I am quite an epicure in my gloves, nothing short of the best will do for me."

"Very well Madlle. I shall not forget, what is your favourite colors and your size."

"As sad colored garments suit a female of my stalwart proportions best, I generally wear black habiliments, so please get me French grey and lavender, they matching best with these. As to size there is a little more difficulty with these on," and she replaced her rings as she spoke, "I can't well do with less than sevens, but as I don't often wear them with fresh gloves, as they rather spoil the *contour* of the fingers, and are besides sad enemies to clean gloves, you had better get me one size smaller for I love a good fit.

"Now said Sir H. let's give Maxwell some tea, for I doubt not he stands much in need of it and then Madlle. we shall call upon you for a song."

"I shall be delighted for I have learned a new English one which I wish you to hear."

"By the way however before the table is again encumbered, won't you do me the honour of trying your strength and skill with me, now that you have won such a decided victory."

"No" replied she decidedly, "I mean to rest satisfied with my present honors, I don't pretend to compete with men of your Herculean mould."

As soon as tea was over Natalie brought her guitar from the after cabin, and it was resolved to have the music below, as there was more wind on deck this evening and Natalie's dress was not so suitable for the open air.

She sang several songs in her usual pleasant style, and then after a short pause, she said she would now give them the English one she had promised, and as it had never she believed been sung before, she hoped they would bestow great attention on it. The words she added were by a modern poet of great repute. The usual preliminary touchings of the guitar being finished, she commenced much to Maxwell's horror to sing to a serio-comic air, and with a peculiarly clear accentuation his own lost verses. He tried to stop her but in vain, Sir H. cried silence and on she went.

THE RESPONSE OF THE SIREN.

When driven by cruel fate
Thou wer't compelled to fly,
To be thy home on the salt sea foam,
How proud fair maid was I.
When my snowy decks you tread
The step of thy fairy boot
Sounds o'er me like music sweet,
So softly falls thy foot.

When you grasp with your pretty hand,
 The end of my tiller long,
 I know I am safe with thee,
 Though the winds blow ever so strong.
 When thy bright eye, my compass reads
 I care not whither you steer,
 With skill like thine to guide,
 I have no thought of fear.
 When thy locks of ruddiest gold
 To my cabin portals cling,
 I know that luck to the Siren's crew
 Thine advent aye must bring.
 When long after the midnight hour
 You flirt on my cabin floor,
 Don't wear any gems on your hands,
 Or you'll find them terribly sore.
 For our friend the gallant Maxwell
 Is so fond of the female sex,
 That he squeezes their fingers fair
 Till their rings them very much vex.

When at length she stopped, Maxwell really angry, exclaimed that a most unfair advantage had been taken of him, in abstracting from his cabin the foregoing ditty, in so far as it was his, for he utterly disclaimed the last two verses. His own were bad enough he said without any such absurd additions.

"But who abstracted them"? asked Natalie with an air of astonishment, "I found this elegant composition, folded up at the foot of the companion, as I came out of my cabin, and thinking it was a *billet doux* meant either for me or Nannette, I opened the paper, and read the foregoing most admirable and complimentary copy of verses, I thank you most heartily Monsieur Maxwell for so soon complying, and in so charming a manner with my request, you have certainly touched on all my good points, in a most happy way and in most appropriate terms, that *strophé* 'about my fairy boots and my musical foot' could not be surpassed, except it be, by that other verse, in which you subsequently describe my locks as 'of the ruddiest gold,' I appeal to Sir H. if the color of my hair at all approaches red?"

"Now Madlle. this is too bad" cried Maxwell "you first steal my verses, while only a rude outline of what I intended them to be, then you add some absurdities of your own, so as to make them downright nonsense, and lastly you abuse me for doing the very thing you told me to do last night. Did you not say you were going to change the color of your hair? and bade me sing the praises of your *chevelure d'or*, but

like all your sex you are utterly faithless. As the Spanish Proverb says 'to hold a woman by her word, is to hold an eel by its tail.' However I shall write no more verses in your praise, come what may."

Sir H. seeing that Maxwell was really annoyed, suggested that Madlle. should restore the M.S. to him, so that he might revise it, and possibly Madlle. would favor them by singing an improved edition some other evening, in the meantime he thanked her for the music, she had given them and proposed an adjournment on deck to see how they were getting on.

Natalie declined at first, on the score of her dress, but apparently thinking better of it, she said to Maxwell as she handed him back his verses "will you kindly ask Nanette to bring me my hat and my *Manteau Ecossais*?"

Maxwell though still somewhat sulky did not care to go the length of absolutely refusing her request, so going to the after cabin door, he gave her message to her maid, who soon made her appearance with the hat and a pretty short cloak, made of that red and black checked stuff, of which French women have of late years been so fond, and which they flatter themselves, is a true tartan.

The night was fine and clear, but a little chilly and they found the Siren slipping fast along towards the Straits of Gibraltar, the wind having hauled well round to the northward. The other schooner was still in sight about a mile astern, so that the Siren had rather the best of the day's sailing.

Before they had been long on deck and while Sir H. was asking permission of Madlle. to light his pipe, the mate who was on the fore crosstrees looking out, hailed the deck to say, that he saw a light ahead. The skipper asked if it revolved or not? After a little Dawson announced it was fixed, on which the skipper observed, it could not be Tarifa Point as the light there revolved, the mate agreed with him, but still he did not see how it could be any other.

Sir H. who had been listening to the discussion said he would go below and examine a new chart he had of the Straits.

While Sir H. was looking at the chart, Madlle put her hand in Maxwell's arm, and asked him to give her a little promenade up and down the deck, as she found it rather cold. They had scarcely taken a couple of turns ere Sir H. came back saying he found the light in question had been changed, from revolving to fixed; showing the importance of a yacht being furnished with the newest charts.

Their position being now settled, Madlle. proposed going below, and Maxwell whom she had quite talked into good humour again, handed her

down the companion, at the foot she shook hands with him as they were about to part for their separate cabins, instead of at once withdrawing her hand, Maxwell thought she allowed it to linger a little in his. This he took for a permission, as doubtless it was intended to be, to carry it to his lips, which he did not fail to do.

"Do you find my rings as cold as they were last night?" she asked looking slyly in his face as she did so.

"Quite" answered he.

"Ah, then I hope notwithstanding our little quarrel this evening, you will find their temperature as unlike that of my heart as ever," adding as she parted with him "you see I have not forgotten your pretty compliment."

Before midnight they were at anchor in Gibraltar Roads.

CHAPTER XI.

THE BOUQUET.

"Chez les Montagnards Ecossais
L'Hospitalite se donne
Elle ne se vend jamais"

On coming on deck next morning Sir H's. first impulse was to search amid the shipping in Gibraltar Bay for their late pursuer the Portuguese war steamer. Steamers there were in numbers and of all dimensions, from a Newcastle built tug to a P. & O. Alexandrian liner, but nothing resembling the raking funnels and pole masts of the vessel he sought, yet dreaded to find. Indeed had it not been the absolute necessity of getting fresh supplies as well as filling up coals and water, of all which they had now on board the Siren but a very short allowance, he would have given the Rock as wide a berth as he had done Cadiz, a visit to which fair city had formed a part of his original programme. Having brought the *danseuse* so far, he was anxious if he could prevail on her to stay with him till he carried her out of the Peninsula altogether, and deposited her in some country far away from the enmity of the envious Countess whose accusation he now more than ever believed to be utterly untrue. To aid the innocent was of course the motive he presented to himself as the inducement for keeping Madlle. Miardot on board for some time longer. Had she however been a less fascinating and agreeable guest it is just possible, he might have thought his duty to the innocent sufficiently fulfilled by landing her, her maid and all her belongings at Gibraltar. He had no doubt but that, her escape from Lisbon must ere this be known on the Rock, and it was only too probable that the name

of the yacht in which that escape was made, would also be known to the authorities still he did not think it at all likely that any attempt would be made to seize the *danseuse* on board his yacht. He was however resolved to make his stay as short as possible and to prevent Madlle. landing if he could. There were various yachts in the harbour and he thought it quite possible that he might escape notice, unless any very special instructions had been sent from Lisbon to stop the fugitive. He did not know, how the law as to extradition of accused persons between Portugal and Great Britain stood, but he considered that as he must put into some harbour, he had a better chance of getting fair play and merciful treatment among his own countrymen, than in a Spanish port where he would be unable to speak the language and in consequence unable to say a word in defence of his guest, or offer any explanation of how she came to be on board.

When he met Madlle. at the breakfast table she was rather surprised when informed, that they were now at anchor in Gibraltar harbour. A shade of sadness came over her generally bright and cheery face, as the thought came across her mind that she must now quit the Siren where she had spent three such pleasant days. She like most women, who are not actually sick at sea, had taken very kindly to yachting, and the kind attention she had met on board from all, had made a strong impression on her feelings, indeed had she been a duchess or even a dethroned empress herself, instead of a *danseuse*, greater deference and respect could not have been shown her by the owner of the Siren and his friend. When therefore Sir H. explained the state of affairs and mentioned that although he did not apprehend any serious danger to her liberty, he thought it would be advisable for her not to land, but in the meantime to restrain her curiosity to see the Rock and its "scorpions," as its female inhabitants are rather ungallantly called, till another opportunity. She was not really unwilling to prolong her stay but she felt ashamed of intruding so long on her kind entertainers.

"But" Sir H. if you don't land me now, what will you do with me? I have been too long a burden on your hospitality already, what can I, a poor *danseuse* do *pour faire recompense* Monsieur.

"Oh, Madlle. Scotch hospitality as your own countryman says 'gives itself freely but never sells itself' though that hardly holds good in your case, for having done duty on board the Siren as able seaman, doctor, *chef de cuisine* as well as *prima donna assoluta* you have more than repaid us, for the little we have been able to do for you, I can say for myself and I am sure my friend Maxwell will agree with me, that the pleasantest days of our cruise have unquestionably been those in which we have had the benefit of your agreeable society and we both hope you

may be persuaded to remain one of the Siren's crew, until we can land you on the shores of *Italia la bella* far away from all dread of pursuit.

It was easy to see that Natalie was much gratified by this kind proposal of Sir H. and after a very slight show of further resistance she consented to stay until they could land her at Naples.

They had obtained pratique early in the morning, and the steam launch having been fitted with her screw and engine, which could be done in little more than an hour, she had already towed off a boat load of water casks, which were being rapidly emptied into the tanks. While this was being done, the gentlemen resolved to take the gig ashore, leaving Madlle. on board to amuse herself, the best way she could. They hoped to be able to sail that afternoon, if all their supplies were on board before dark.

They soon reached the water port and Maxwell who had visited the Rock before acted as Sir H's. cicerone. They were however fortunate enough to fall in with a most civil young countryman then quartered on the Rock with his regiment, and who devoted the forenoon to taking them round the fortifications. Afterwards he accompanied them to the governor's summer residence on the Mediterranean side of the Rock where they saw the well known tables made out of the Spanish Batteries, used during the memorable siege, and from thence on to Europa point. On their return to the town they had some shopping to do, Maxwell not forgetting Madlle's. gloves, after this they visited the far famed galleries and the neutral ground, where they found the soil absolutely alive with great black beetles, which probably accounted for its dried used up look. It is said by the new school of artillerists that these galleries are now useless owing to the accuracy of the fire of modern rifles, indeed they were always open to the objection that after a discharge they would become so full of smoke, that the gunners could not remain in them to work the guns, a very fatal objection, it would seem until at all events guns can be fired without powder, or powder discharged without smoke. In all probability ere long the approach to the fortress from the neutral ground will be defended by batteries fitted on the very clever system of mounting artillery recently invented by Sir H's. countryman, the gallant Captain Moncrieff, once as bold a yachtsmen as ever handled sheet or tiller. It is to be hoped he will take to the noble pastime again, when the service of his country will be able to spare him sufficient time, and that he will ere long hoist his flag on a larger craft than the little Scud, perhaps the smallest yacht that ever made a passage through the tide tossed billows of the Pentland Firth in a heavy gale of wind.

When the two yachtsmen parted with their kind guide, Sir H. thought he could not well do less than give him a card with his name and address

while expressing thanks for his attention. On looking at the card, the young officer's face assumed a curious expression of doubt and hesitation. After a pause of a minute, he asked Sir H. if he had heard anything of an English yacht having had a *rencontre* with a Portuguese man-of-war in an attempt to carry off a fugitive from justice? it was reported in Gibraltar that the vessels had exchanged shots and that the Portuguese captain had either been killed or desperately wounded. Orders had come from Lisbon, it was said, to the consul to watch the arrival of yachts in the port, and if the one in question came in, to apply to the authorities to stop her. "The name of the yacht and her owner" he added seemed not unlike what I see on your card, and if I should be correct in my surmise I think you should lose no time in being off.

Sir H. was much vexed to hear this exaggerated account of his adventure, and as rapidly as he could he explained the real circumstances to Lieut. B., at the same time begging of him not to mention their having met till next day as he meant to sail immediately. This he readily consented to do and they parted, the officer expressing his best wishes for their escape.

They had meant to visit the Alameda where the usual afternoon promenade was going on, but the intelligence they had just received, made them most anxious to be on board again. On reaching the water port, they indeed found the gig, but only two of her crew, Dawson and Wilson being both missing, Sir H. could not blame them for this, as it was not yet the hour they fixed for going on board. Not to delay matters however, Sir H. took an oar himself and pulled so lustily that Maxwell, who held the yoke lines, found that he nearly counterbalanced the other two oarsmen. On getting on board they found the water, coals and provisions all stowed, and but for the absence of the mate and Wilson every thing ready for a start. A fresh breeze was blowing from the westward and as yet no attempt had been made to lay any embargo upon their movements, Sir H. ordered Drew to get sail made and the anchor hove short all ready to get under way whenever the missing men appeared.

They found Madlle. in the saloon quietly finishing a sketch in water colors she has been making of the Rock from the deck of the yacht. It was not at all badly done, showing that the *danseuse* possessed at least one other accomplishment in addition to those she had already given them samples of, Sir H. did not think it necessary to communicate the unpleasant news he had learned on shore as it would only have annoyed her to no good purpose. The steward was ordered to hasten dinner so that it might be got over before they started, but Sir H. was too anxious about his two missing men to make a very hearty meal. On going on deck

he found all ready for getting under weigh. The engine taken out of the steam launch and lashed down to its place on deck just before the forward companion and its cover placed over it, the launch and gig run up to the davits, and only the dingy afloat, but no appearance yet of the defaulters. They were two of the steadiest men in the ship, and Sir H. was much at a loss to imagine what had become of them. When they quitted the gig, they said they were going into the town to make some purchases on their own account and that they would be back in half-an-hour from the time they left, a much longer period than that had now elapsed, it was even approaching gun fire, and if they allowed that to pass, they would be unable to get out of town that night without a special order. Sir H's. patience being at length exhausted, he ordered the anchor to be tripped and the schooner run in towards the water port, so that the man if on the look out might see they were on the eve of departure. In the unusual circumstances in which they were placed it was rather a risky thing to do, as the peculiar manœuvres of the yacht, if the Portuguese consul had any emissaries on the look-out would most likely attract attention, however there was no help for it.

The Siren was hove-to as close to the water port as was consistent with safety, and the dinghy had been sent on shore with the skipper and a couple of hands to try if they could possibly pick up the absentees. They had not been long ashore and had hardly entered the town when the evening gun fired, and it was all they could do, to get out at the sally port ere the flag was lowered and the gate closed, they had therefore nothing for it but to pull on board again. Sir H. seemed now reduced to the alternative of remaining all night in the roadstead, or sailing without the mate and his companion. As a last resource he bethought himself of going ashore and applying to the officer on guard to give him admission to the town so as to make a thorough search, and he was just stepping into the dinghy for this purpose, when a boat was observed pulling rapidly in the direction of the yacht, from the neutral ground just outside the town. On examining this boat with the glass Sir H. was able to see a person in a blue uniform, sitting in the stern sheets and he felt not a little anxious lest this should prove to be some of the naval authorities connected with the port, come to put a stop to his departure. Ere long however on the boat's approach to the schooner he recognised in the wearer of the uniform the countenance of Dawson, he and Wilson were soon on board, and Sir H. in too great a haste to ask any questions lost no time in getting their own small boat secured, the head sheets let draw and the schooner kept away on her outward bound course.

The Siren soon gained way, and was speedily bowling along with a fine

wind abeam. The baronet's spirits rose as his anxiety diminished, and as they passed through a perfect forest of shipping bearing the flags of nearly every civilized nation under the sun, he could not but express a hope to Maxwell who was standing near him, watching the mighty fortress as it was quickly receding from their view in the decreasing light, that Britain would not think of listening to the advice of Professor Goldwin Smith, and the other extreme *Dietrinaires* of his school, who counselled giving up the Rock to the Spaniards.

"No," said Maxwell "it is time enough for England to put off her clothes when she is about to go to bed, an event which though things don't look very healthful just at present, I trust may not happen for a generation or two yet to come."

"We were awful fools" replied Sir H., "to give up the Ionian Islands. Whenever the Eastern question comes to be settled, as settled it must soon be, we will just have to win them back again, at an expense perhaps as great as that foolish Abyssinian affair cost us, some eight to ten million sterling ! why the fee simple of the whole country was not worth the half of it, and yet I doubt if Corfu will ever be taken out of the teeth of Russia, as certainly must be done the first war in the East, for a less sum. Instead of the cession of the Ionian Islands doing good to Greece, she is now in a more miserable plight than ever." The recent massacre of some of England's noblest sons, a deed of shameless atrocity as yet unaccounted for and unrevenged prove how truly Sir H. spoke. "The time is rapidly approaching" he continued "when the Western powers, too busy with their own affairs to prevent the sick man getting his *quietus*, will have to permit her and all her appendages and many a fertile Island of the Archipelago besides to drop into the insatiable maw of the Muscovite. But a truce to politics, the Eastern question is but a dry subject. Where is Dawson ? it is high time he explained what in all the world kept him and Wilson so long on shore," and he turned to a seaman near him and told him to send Dawson aft.

Natalie was sitting on her favorite seat, the stern grating, intensely watching the receding Rock, as they were rapidly running out into the Straits, and seemingly from the expression of her face, with a lingering thought of regret at leaving it, without having had an opportunity of exploring its wonders.

Dawson soon made his appearance carrying a magnificent bouquet in his hand, half as big as a cart wheel, consisting of the finest flowers the genial climate of the south of Spain could produce. He respectfully touched his cap to Sir H. and passed aft to where Madlle. was seated, and making her a bow not so awkward as might have been expected in

a rough bred seaman, he presented the bouquet to her in the name of the crew, as a slight mark of their gratitude for the kindness she had shown to Wilson when he fell overboard.

Natalie who was obviously much gratified, took the flowers from Dawson with one of her most winning smiles and requested him to thank the crew in her name for their beautiful gift, adding with a grace and charm of manner peculiarly her own, that she was passionately fond of flowers and that the possession of this splendid bouquet was all she wanted to make her residence on board the Siren perfectly happy.

Dawson in going forward again explained to Sir H. that he and Wilson had been unable to get flowers sufficiently fresh from the town to present to Madlle. and that they had to go some little distance ere they could find any worthy of so good and kind a lady.

The baronet who was exceedingly pleased with this mark of consideration and gratitude on the part of his men, was of course quite ready to accept this excuse, the more especially as no harm had resulted from the delay.

They ran the schooner out till they could clear Europa point on the starboard tack and then jibed, which ticklish operation they accomplished without accident, altho' it is a delicate job in a large yacht with so fresh a breeze and so much sea on as they found in the Straits, after they got out of the bay. The wind freshened as the evening advanced, so much so indeed, as to compel them to haul down a reef in the mainsail, though running right before it on an E.S.E. course. They soon found the sea disagreeably heavy, and they hauled up a point or so to the northward after they considered themselves well clear of the Rock. Smoother water they got under the lee of the Spanish land, soon proved the wisdom of this change.

Madlle. lost no time, in bestowing her flowers in a safe place, finding nothing short of a wash-hand basin sufficiently ample to hold them and the requisite supply of water to keep them fresh till to-morrow, when she proposed arranging them so as to decorate both cabins to the best advantage. She excused herself for retiring early this evening on the score of not feeling quite up to the mark. On the previous occasion when they had experienced rough weather, she had all the excitement which the feeling of danger could produce to keep *le mal de mer* at arms length. But indeed the movements of the yacht for some time after leaving Gibraltar were singularly quick and trying even for sailors of older standing than Natalie. The sea caused by the natural action of the west wind, aided by that strange current, which notwithstanding the mighty floods thrown into it by the Ebro, the Rhine, the Po, the Danube,

and the Nile, not to speak of a thousand lesser streams that pour their waters into its bosom, ever flows into the Mediterranean by the Straits, meeting what seemed an opposing easterly sea, set up such a movement in the waters that the best of sea legs were wanted to keep one in equilibrio on deck. As this cross sea seemed to indicate a change of wind as is indeed no unusual contingency after a strong leading wind through the Gut, the skipper, who whatever his failings might be, and and they were to tell the truth much modified by his having acquired the knowledge of the fact that he had got for an owner, on this occasion a man who was resolved to have his own way in his own ship, was at least well skilled in the navigation of these parts, thought it prudent to haul well to the northward both for the sake of smoother water, and that also if caught by an easterly gale they might have a convenient harbour of refuge under Cape de Gatte.

(To be continued.)

YACHTING IN CANADA.

YACHTING is fast becoming the national pastime of Canada, and as each season rolls away it leaves behind it traces of a gradually growing and ever abiding love for the noblest and most healthful recreation in which mankind can indulge, and one which to no slight extent is indicative of national prestige. Like everything else in this glorious country, yachting bears the mark of continued prosperity, which the advancement in the science of yacht building, the improvement in seamanship, and the increase in the number of regattas will amply verify. It is indeed a source of congratulation to yachtsmen throughout the entire dominion, that while all other sports on land have in a great measure failed from lack of support, yachting has alone withstood the test, and there exists in Canada a deeply rooted enthusiasm for aquatic pastimes.

Last season was one of the most successful we have yet had, and the principal ports on Lake Ontario all held spirited regattas. The Royal Canadian Yacht Club was the first to "break the ice" with a fine regatta on the 8th of July. The day was a perfect marvel for heat and want of wind, but after the racers had drifted round half the course a magnificent breeze sprang up which altered positions considerably and brought the Gorilla in first, and the Gipsev of Hamilton second, the latter took the prize by time allowance. The Geraldine schooner won the prize for keel yachts, both the trophies being silver cups with money added.

Brockville, Prescott and Cornwall being towns on the St. Lawrence

river, a large amount of racing is got through each summer amongst the smaller yachts, and this year their contests on the river were very close and exciting. The Hamilton Yacht Club also held some races, confined however to club vessels.

By far the finest and most memorable regatta of the year was that held at Kingston in September during the great annual provincial exhibition, and though it was sailed during a whole gale with any amount of sea running, and all the yachts came home more or less damaged, it certainly drew together the largest collection of our best yachts we have yet seen, and produced extraordinary enthusiasm both ashore and afloat. The Dauntless of Quebec won the prize, and the result proved most beneficial, as several private matches shortly afterwards took place.

Prominent amongst the doings of the year was the introduction of international inland yacht racing. The regatta came off at a small watering place on Lake Erie : Canada was well and faithfully represented by the Ina and Geraldine, the former a 24-ton sloop; and the latter the flag-ship of the R.C.Y.C. The Ina won as easy and as honest a victory as was ever sailed for, the whole American fleet being completely "nowhere" : but by the barefaced dishonesty of one of the judges who had heavily backed an American yacht, the race was disallowed her, and ordered to be resailed, whereupon her owner very properly weighed anchor "homeward bound." *When* will international yacht racing be run with *fairness*.

Of the racing yachts of Canada, the most successful is the Gorilla, she is a production of old Steer's fertile brain, and a centre-board sloop of 28 tons. Her owner Captain Giffard, M.P.P. has kept her actively employed for the last few years and she has taken part in nearly all the principal matches, and she is not certainly very ornamental, but is about the fastest and most sea worthy yacht in Canadian waters. The Ina of international fame is her chief rival and last autumn beat her in three straight matches, this last-named yacht is one of the cracks we have to boast of, and though virtually an American vessel, her worthy owner being U.S. consul at Toronto, and she herself designed and built in Yankeedom ; she is looked upon as a Canadian yacht. At the commencement of the season she was thoroughly beaten, but proper trim and skilful handling developed tokens of superior speed. She is handsomely fitted up throughout, but lacks to some extent, the accommodation we generally look for in sloops of her size : for sea-worthiness she is A1. and crossed the Lakes in very heavy weather after the International Regatta.

The Dauntless of Quebec is another fine yacht and very similar in all

respects to the other two, she has always figured conspicuously at the regattas of the Quebec Yacht Club and last year made a long voyage to Kingston where she won the great race of the season and a couple of private matches.

These are three of the largest racing yachts of Canada, there are many others ranging from ten to twenty tons, the more prominent amongst them being the *Ida*, *Mosquito* and *Surprise* of Montreal, the *Shannon*, and *L'amonette* of Quebec, the *John Power* of Kingston, the *Restless* and *Gipsy* of Hamilton. The first named in 1870 won over 1,000. dollars.

And now a word as to our yacht clubs. We can now boast of three good and prosperous clubs, the Royal Halifax, Quebec and Hamilton : and perhaps a fourth, the Royal Canadian. Of these, for length of existence, wealth and social standing the last named heads the list, but for the encouragement of real practical yachting, and the formation of rough and ready amateur seaman, which ought to be the end and aim of all yacht clubs, the other three far excel it. Now the reason of this *unquestionably* is the baneful existence of the Royal Canadian club house itself. Where you have a club-house there is always sure to be a superabundance of the land element, and when once it does predominate and the comforts of the smoking room are preferred to the cabin or the deck, then it is, as in the present instance, that yacht-racing in fact yachting of any kind becomes the exception instead of the rule. A dozen good men and true men that really love the sea, can, without any place of resort, do more to further the interests of yachting, than ten thousand shore-going mariners with ever so many elegant club houses at the water's edge. Witness the *Royal Alfred* and the *Clyde*, and tell me I speak not the truth. The race for the Prince of Wales's challenge cup has degenerated into an annual farce, the course is generally so improperly defined, and the whole arrangements so imperfect that yacht owners will not enter their vessels and I think we have witnessed the end of this nautical buffoonery.

Centre board yachts are more adapted to Canadian waters than keel ones ; and they certainly are much more in favor with our racing men. The size and depths of our harbour render them more convenient on account of their light draft, and the expense of keeping up is very much less, it being a recognised fact that keel vessels entail a large annual outlay. Centre-board yachts too, as a rule, are faster in light weather, and even in heavy weather they have their points of excellence. In the building of both classes there is danger of carrying things to extremes ; this is especially so in the case of centre-boards, and the "skim dish" model

seems to possess some peculiar fascination for many yacht builders on this side of the Atlantic.

To conclude—our prospects for '72 seems bright and glorious, there are now being built three large yachts of 100, 50 and 20 tons respectively, and what with the old fleet brushed up generally, we may anticipate a successful and prosperous season. If the progress of our country generally be any criterion we may confidently hope at some day not far distant to witness the evolutions in English waters of Canadian vessels ; and to glory in the fact that purely Canadian yachts, designed by native ability, and built and handled by Canadian enterprise and pluck, will hold honorable international yacht races with our then-to-be-English brethren.

Hamilton, Ontario.

C.W.B.

THE DUKE OF EDINBURGH AND THE LIFE-BOAT SERVICE.

AGAIN has the committee of the Royal National Life-boat Institution been enabled to present a very satisfactory annual statement of the great work done by the Institution.

It will be remembered that in the year 1867 the Institution was honored by the presidency at its annual meeting, of His Royal Highness the Prince of Wales, and this year Captain the Duke of Edinburgh, R.N., very kindly consented to preside over the annual meeting held at the Mansion House on the 8th ult., which was generously placed at the disposal of the Institution by the Lord Mayor of London. His Royal Highness made the following excellent speech on the occasion :—

“ My Lord Mayor, my lords, ladies, and gentlemen, I beg in the first instance to assure you how sensible I am of the honor which has been conferred upon me in being invited to take the chair at the annual meeting of this Life-boat Institution, as a sailor I must naturally take a great interest in a Society which is as national in its character as it is beneficent in its object. Indeed, the services of an Institution of this description cannot be over-rated in a great shipping and commercial country like ours. I will not anticipate the contents of the annual report which Mr. Lewis will read to you; I will only say that it is a noble record of an Institution, the like of which can only be found in a country like our own (hear, hear). The Society has saved from its commencement nearly 21,000 British and foreign sailors. I may therefore say that it is hardly possible to overrate the value of a Society like this, or to estimate rightly the importance of its merciful work, for who can place a value upon human life ? Its benign operations are known throughout

the civilized world; and the distressed sailor on our shores, whether he be British or foreign, participates alike in the succour which its lifeboats are ever ready to afford. The Institution has now close upon 240 Lifeboats under its management, every one of which I am assured is in the most perfect order. It is hardly possible too highly to praise the courage of those men, who are always foremost to man these lifeboats, which rescue every year hundreds of lives, which would otherwise perish upon the wreck. One of these services was rendered a few days ago at Padstow, on the Coast of Cornwall, on which occasion the lifeboat there, named the Albert Edward, after my brother the Prince of Wales, rescued seven shipwrecked persons under the most perilous circumstances. I think I cannot do better than cite this one of the most recent services, as an example of the character of these noble performances. It appears that a barque named the Viking, had been driven ashore near Padstow during the gale. The Albert Edward lifeboat being promptly got to the spot, was launched through a tremendous sea, and after a great struggle, commenced to take the people off from the bowsprit of the vessel, which was then the only accessible part of the vessel. First of all the master's infant was lowered in the arms of one of the sailors, and was secured by one of the lifeboat men: but unfortunately the sailor was washed away and was drowned. Then, the rope connecting the boat to the vessel, was carried away by the severe strain caused by the heavy seas. This happened twice, and on one occasion the boat was driven right ashore by several successive heavy seas, and although she sustained some damage, the noble boat and gallant crew returned to the charge, and eventually were able to save the Captain's wife and five of the crew, who were all landed in safety. These subjects are calculated to arouse our best sympathies on behalf of the Life-Boat Institution. (Applause). It is a society which seems to grow every year in the affections of the British people on whom it depends for support. It never will I trust, seek government help or control (hear, hear). I know that my lamented father was an early patron of the Life-Boat Institution, and that it continues to receive the support of the Queen, and of the Prince and Princess of Wales. Here in the heart of the City of London this philanthropic Institution was first established. Its citizens have in all years been distinguished for their loyalty to the throne, and for their munificence ever displayed on behalf of the cause of religion, charity, and philanthropy. I feel that this noble Institution will never appeal in vain, either to them or the British public generally, for it is deserving in an eminent degree of their liberal support and sympathy, (cheers).''

Richard Lewis Esq., secretary to the Institution, then read the annual report:—It appears that since the last report eighteen new life-boats had been placed on the coast; some of them at new stations, and others replacing worn out or inferior boats. They are stationed at the following places:—

England:—Northumberland, Tynemouth; Durham, Sunderland; Yorkshire, Whitby, Flamborough (2 boats), Bridlington; Lincolnshire,

Theddlethorpe ; Kent, Walmer, Littlestone, (Dungeness) ; Glamorgan-shire, Porthcawl; Carmarthenshire, Pombrey; Anglesey, Rhoscolyn.

Scotland:—Caithnesshire, Thurso, Haddingtonshire, North Berwick.

Ireland:—County Louth, Drogheda, County Dublin, Howth, County Wexford, Wexford; County Waterford, Dungarvan.

Everything in the way of transporting carriages, equipment, and boat houses has been added to these new stations.

The storms of the past year in the seas of the British Isles, had fortunately not been characterized by any fearful shipwrecks, attended with great loss of life. Towards the latter end, however, of the year the gales on our coasts became unusually frequent and violent. Between the 6th and the 22nd December, the crews of the life-boats of the Institution distinguished themselves much in saving 146 lives from various shipwrecks.

The total number of shipwrecks on the coast of the United Kingdom in 1871 was 1,574, accompanied by the loss of 626 lives.

Notwithstanding the loss of so many valuable men, a very large proportion of whom were engaged in the mercantile marine of the United Kingdom, still every friend of the life-boat cause must rejoice that the Institution contributed during the same period to the rescue of 882 lives. Of these, 658 owe their lives immediately to the services of the life-boats, and for saving the remainder the Institution granted rewards to the crews of shore boats and other persons, in acknowledgment of their laudable exertions.

It should be mentioned that, in addition to those services, no fewer than thirty-one ships were saved by the life-boats, and that in other cases the boats were repeatedly signalled off by distressed vessels, and afterwards contributed largely to their preservation by encouraging the crews to remain by their ships, and, occasionally by taking them ashore, in their alarm, and in putting them on board again when the storm had lulled. Even in such instances the hardships and risks occasionally endured by the life-boat crews are very great.

It was indeed gratifying to know that the life-boat services of the year had been characterised by their usual gallantry, and without the loss of a single life amongst their brave crews, which circumstance instinctively excites our gratitude to Him whom the wind and seas obey.

It is satisfactory to find that the efforts of the Board of Trade had continued unceasing in the maintenance and extension of the rocket apparatus on the coasts of the United Kingdom, which contributes every year, under the zealous management of the officers and men of the coast guard service, to the rescue of hundreds of persons from ship-

wreck at places where, from their rocky nature, life-boats could not be made use of.

The number of lives saved during the forty-eight years from the establishment of the Institution, either by its life-boats or by special exertions for which it had granted rewards is 20,746.

No words of ours can adequately delineate the blessings that have flowed to countless numbers of families—apart from those actually saved—by the preservation of upwards of 20,000 persons from shipwreck. Happily the life-boat work is now an established fact, and it is certain to be undertaken, with the highest probability of success, on every occasion of storm and danger.

It appears that during the past year seven silver medals, twelve votes of thanks inscribed on vellum, and £2,302 were granted for saving the lives of 882 persons by life-boats, shore and fishing boats, and other means, on the coasts and outlying banks of the United Kingdom.

It is a remarkable fact that since the formation of the Institution, it has expended on life-boat establishments, and other means for saving life from shipwreck £290,000, and voted 91 gold and 826 silver medals for saving life, besides pecuniary rewards to the amount of £36,673.

Much of the success attending the operations of the Institution arises from the hearty and valuable co-operation afforded to it by the local branch committees who were publicly thanked at the meeting for the same.

The income of the Institution last year was £28,140 4s. 3d., and of this sum £5,872 14s. 6d. were special gifts, to defray the cost of nine life-boats.

Its expenditure was as follows, viz :—£11,125 0s. 5d. on additional life-boats, transporting carriages, boat houses, and necessary gear; £8,048 14s. 8d. on the expenses of repairs, painting, refitting, &c.; and £5,898 14s. 5d. in rewards for services to shipwrecked crews, coxswain's salaries, and quarterly practice of the life-boat's crews; making altogether, including liabilities amounting to £1,885 5s. on life-boat stations now in course of formation, and other expenses, a total of £29,421 1s. 8d.

The items of receipt and expenditure were fully detailed in the financial statement as audited by Mr. Lovelock, public accountant.

As usual, many munificent donations had been presented to the Institution during the past year, and many of the legacies were of the same class.

It must be a source of considerable satisfaction to every one of its friends to observe so favourable and encouraging a state of the finances of the Institution. Still, looking not only to the vicissitudes of the

future, but to the certain annual expenditure required for the maintenance of every life-boat it possesses, it is manifest that no effort should be left untried to enlist the continued co-operation and pecuniary assistance of the British public ; as that alone, under God, can secure the permanent efficiency of the important work which the Institution has undertaken to carry out and to superintend on the coasts of the British Isles. Thus animated and impressed we feel no hesitation in joining the committee in making a renewed appeal on behalf of this great and peculiarly national Institution.

THE MEASUREMENT OF YACHTS.

THE following letter on Yacht Measurement appeared in the American paper, *Spirit of the Times* April 6th.

In adopting a system of measurement of yachts for racing, two very important and obvious conditions should not be overlooked :—

1st.—No rule of time allowance should be adopted which directly or indirectly fosters or discourages the construction of any particular shape or model.

2nd.—Time should be allowed only for those elements or conditions of size which, when added to any given vessel, inevitably increase her speed.

The evil of adopting a rule which favors one model more than another is plainly apparent in the English type of yacht, the manifest production of the Thames rule, which, by unjustly taxing beam, has begotten a vast fleet of long, narrow, deep yachts, unable to stand up without an enormous weight of ballast. Many of our own rules have not been free from this objection, though fortunately for us they have been changed so frequently and founded on such diametrically opposite principles that none of them, faulty though they one and all have been, were able to stamp their defects on our beautiful squadron.

The rule of displacement now in force favors broad and shallow vessels, and unjustly charges for depth and proper ballasting.

The measurement of length alone tends to exaggerated beam, and discriminates unfairly against adequate length. That of areas on the water-line discourages all liberal dimensions except depth, and possesses all the vices of the English system. All these rules join in fostering another evil, which is hardly less dangerous than a misshapen hull, and one which is throwing a burden upon yachting which it is scarcely able to bear. The evil of over-sparring and over-canvassing has steadily increased, and threatens to drive yachtsmen to the choice of one of two courses—either to give up racing altogether, or to be content with the possession of a dangerous craft, of little use except as a racing machine for pot-hunting. No one can deny that this is a serious and constantly-increasing evil. It not only unfits a

yacht for ocean cruising, increases the cost of construction, and doubles the running expenses, as it requires a larger crew and an immense paraphernalia of extra tackle, spars, &c., but drives many a would-be yachtman from a pastime in which expenses never end and prizes are as often won by superior recklessness of cost and consequences as by excellence of model and management. It is in the power of the club to restrain and correct this evil by taking proper cognizance of the areas of canvas and uniting them to the other elements of size, which constitute a large vessel's superiority over a small one of the same model, and for which alone time allowances should be given.

What are the elements of size which, when added to a given vessel, inevitably increase her speed? Canvas is unquestionably one of them. All the rules heretofore adopted, with one exception, have been based on the assumption that mere increase of bulk and body is the only advantage for which time should be charged. By itself, simple increase of body is no advantage, but an obstacle. The only benefit to be obtained by it is from the well-known law that the buoyancy or ability to carry sail increases as the cube of the dimensions, while the resistance increases only as the square. Hence, a large vessel can carry many more square feet of canvas in proportion to her size than a small one, with but little additional resistance, and consequently beats her, and for this power of increasing her sail should be forced to give odds. Not for the bigger body, which without a proportional increase of sail is no advantage, but rather the reverse. If we suppose two vessels of the same or equally good models, the one large and the other small, and give each the same amount of canvas, as long as she can carry it the smaller will beat the large. Or, take two vessels of the same size and model, and give one a hundred or a thousand feet more canvas than the other, it would require no prophet to foretell the result. It is, therefore, the increased sail, not the additional bulk, which, added to a given vessel, inevitably increases her speed. Length is another of these elements or conditions of size, for by means of length the builder is enabled to shape fine angles of entrance and clearance, gaining thereby capacity for high rates of speed. As the importance of length varies with the velocity, being of slight consequence at low rates, but of the utmost importance at high rates of speed, it should, to give it its proper weight be valued by a sliding scale, graduated to the velocity or time of performing the race.

Summing up the elements of size for which odds should be given, we have length and the ratio of canvas to resistance, which represents the driving power. For all practical purposes the area of greatest immersed transverse section can be assumed to represent the resistance. The ratio of canvas to transverse section determines the ability or power of a yacht, as it gives the number of square feet of sail with which to overcome each foot of resistance, and on this ratio the following system of time allowance is based, coupled with a sliding scale for length graduated to the time of performing a race.

Divide the number of square feet of canvas set at any time during a race

by the area of the greatest immersed transverse section. Multiply the quotient by the length on the water-line, and the result will be the representative number of the yacht, the units of which shall be valued for comparison with other yachts in larger or smaller determinate fractions of a second of time, according to the rate of speed attained, as evinced by the time of the race. To find the corrected time, subtract the representative number of each yacht from the largest representative number possessed by any yacht engaged in the race. Multiply the difference by the fraction of a second found in the table for the least time made by any yacht in the race, and deduct the product from the actual time of the yacht under consideration.

Table showing the value of a unit of representative numbers in decimal fractions of a second of time, arranged in a sliding scale from the maximum allowance when the race is performed in three-and-a-half hours, to the minimum of eight hours, on the basis of making its greatest value :—

O's 2 andt its least O's 1.			
8½ to 3½ hours.....S.	0.20000	5½ to 6 hours.....S.	0.14375
3½ to 4 „	0.19375	6 to 6½ „	0.13750
4 to 4½ „	0.18750	6½ to 6¾ „	0.13125
4½ to 4¾ „	0.18125	6¾ to 6¾ „	0.12530
4¾ to 4¾ „	0.17500	6¾ to 7 „	0.11875
4¾ to 5 „	0.16875	7 to 7½ „	0.11250
5 to 5½ „	0.16250	7½ to 7¾ „	0.10625
5½ to 5¾ „	0.15625	7¾ to 8 „	0.10000
5¾ to 5¾ „	0.15000		

Table showing the application of the rule to some of the yachts of the N.Y.Y. Squadron :—

Names.	Length.	Area of greatest immersed transverse section.	Area of canvas.	Quotient of canvas divided by area of transverse section.	Representative number.	Difference from Sappho.	3½ hours maximum allowance by Sappho.	7¼ to 8 hours minimum allowance by Sappho.
Sappho	119.33	108.5	12.885	118.75	14.170	... ..	m. s.	m. s.
Dauntless	116.5	110.5	11.796	106.75	12.436	1.734	5.47	2.53
Columbia	98.33	91.5	10.984	120.04	11.803	2.367	7.43	3.51
Wanderer	103.84	95.13	10.250	107.74	11.187	2.983	9.56	4.58
Rambler	105.	99.4	10.345	104.	10.920	3.250	10.50	5.25
Dreadnaught	103.2	103.	10.761	104.47	10.781	3.389	11.18	5.39
Palmer	98.5	90.12	9.600	106.52	10.492	3.678	12.14	6.7
Alarm	105.	101.05	9.993	98.29	10.320	3.850	12.50	6.25
Enchantress	113.5	105.5	8.855	83.9	9.522	4.648	15.28	7.44
Idler	85.1	63.25	5.590	88.38	7.521	6.649	22.8	11.4
Eva	67.33	60.7	6.142	101.18	6.812	7.358	24.30	12.15

R. S.

New York, March 25th, 1872.

LAWS OF YACHT RACING.

WE HAVE been favoured with a copy of a set of Sailing Regulations and Scales of Time arranged for general use from those recently drawn up by a committee of practical racing yachtsmen for the use of the Royal Alfred Yacht Club, which we gladly publish *in extenso*, conceiving that anything which will tend to introduce more uniformity into the laws and practice of yacht racing at the various ports, will be of great service to the sport itself, and come most fairly within the legitimate province of this *Magazine*. The regulations themselves have been carefully compiled after the experience of several years racing by gentlemen accustomed themselves to handle the tiller and to command and sail their own yachts in matches, and are intended to meet the usual events of a race while they leave open all matters of detail and of local importance to be dealt with by the committees who adopt them in their programmes, and should any defects be afterwards discovered in them they can easily be remedied at a meeting held after one of the principal regattas, when all yacht clubs could be represented. These Sailing Regulations and Scales of Time can we understand be obtained from Messrs. Brown and Nolan, Nassau Street, Dublin, at £2 per hundred copies, which merely covers the paper and printing, and we commend them to the attention of our readers.

I.—*Committee to regulate Matches*.—All Matches, and the Yachts sailing therein, shall be under the direction of a Committee, whose decisions shall be given strictly in accordance with these Sailing Regulations, and be final; said Committee to have full power, by themselves or by persons appointed by them, to visit and inspect any Yacht before and after the race, in order to see that the Regulations are complied with.

II.—*Time, Method, and Form of Entry*.—The entries for each Match must be sent to the person appointed by the Committee to receive them before 2 p.m., on the day but two before the race, on forms to be obtained from him, and be signed by the owner of the Yacht to be entered, or by a Member of a Royal, Foreign, or recognized Yacht Club, as his representative; such to be on board during the race, and will be held responsible that the regulations are strictly obeyed.

III.—*Late Entries*.—No entry shall be received after the proper time for closing same, unless a good reason for the delay be shown, to the satisfaction of the Committee, and a fine of £1 be paid.

IV.—*Right to claim a walk over*.—If a prize has been offered, any Yacht duly entered may claim to sail over for it, subject to the power of the Committee to postpone the race if weather be unfavourable. In case of a postponement no new entries to be received.

V.—*Rule of Measurement*.—The length shall be taken on a straight line on deck, from the forepart of the stem to the afterpart of the sternpost, from which deducting the breadth, the remainder shall be esteemed the just length to find the tonnage, and the breadth shall be taken from the outside of the

outside plank in the broadest part of the Yacht (no allowance being made for wales or doubling planks of any kind whatever); then multiplying the length by the breadth so taken, and that product by half the breadth, and dividing the whole by ninety-four, the quotient shall be deemed the tonnage, provided always, that if any part of the stem or stern-post, or other part of the vessel below the load water-line, project beyond the length taken as above mentioned, such projection or projections shall, for the purpose of finding the tonnage, be added to the length taken as above. The fraction $\frac{3}{4}$ and over to be counted as a ton, and any fraction under $\frac{3}{4}$ to be disregarded. In mixed races Schooners and Luggers shall be entitled to enter at three-fifths, and Yawls and Dandies at three-fourths of their tonnage, and receive time allowance accordingly, but no vessel to receive any allowance as a Schooner or Lugger unless her mainmast be placed a distance at least equal to her beam forward of the aft side of the stern-post as ascertained for measurement; nor as a Yawl or Dandy, if her boom, when in its place, and parallel to the deck comes more than one-eighth of her beam aft of the same point.

In calculating the deduction from the tonnage of Schooners, Yawls, &c., &c., the absolute tonnage unmodified by converting the fractions into whole numbers, as above, is to be taken; but in computing the time allowance the tonnage is to be considered the whole number nearest the tonnage so reduced, the fraction $\frac{3}{4}$ to be considered as a ton.

Example.—Schooner $20\frac{3}{4}$ tons, $20 \times 94 + 47 = 1927$; $1927 \times 3 = 5781 \div 5 = 1156.2$; $1156.2 \div 94 = 12.3$. Sails as 12 tons.

VI.—*Method of starting.*—The start shall take place under the direction of the person named by the Committee to manage same; and in case of a start from buoys a Red Flag to be hoisted for Yachts to take their stations; with their *Head-sails** down; at the time named for starting, a Blue Peter to be hoisted in place of the Red Flag, and the first gun fired, and at the expiration of five minutes after first gun exactly, a second gun fired as a signal to set *Headsails** and start. In case of a flying start, one gun shall be fired at the time named for starting, or as nearly so as can be arranged, and another exactly five minutes afterwards, no vessel to cross a line (which shall be pointed out beforehand) until after the second gun; or if she have done so, must return within it and re-cross, so as to obtain no advantage, to the satisfaction of the starter, or be disqualified.

VII.—*Only to start one vessel.*—Only one Yacht belonging to the same person to start for any prize.

VIII.—*Not to let-go until second gun.*—In case of a start from buoys, if any Yacht lets go or parts her bridle (which is not to exceed 20 fathoms in length) before the second gun fires, or if she drags any moorings or anchor to which she is made fast for the purpose of starting, she shall be liable to be disqualified on the complaint of the starter, unless such parting or dragging be explained to the satisfaction of the Committee; or unless she has returned after the firing of said gun, within the line of starting buoys, so as to obtain no advantage by the accident, to the satisfaction of the starter.

* At places where from the rapidity of the tide or other causes, vessels cannot lie at anchor with their mainsails set, the word Head can be struck out.

IX.—Spirits.—Spirits are allowed on the bridles, but may not be carried to a buoy, pier, other vessel, or fixed point.

X.—Ballast not to be shifted.—No Yacht *having on board any bags of shot* shall be allowed to sail in any match; and during a race *all the ballast* must be stowed under the platform, or in the lockers, *and shall not be shifted or trimmed in any way whatever.* (*Vide Rule II.*)

XI.—Hands and Sails.—The number of hands on board each Yacht, the sails to be set, and the mode of setting them shall be left to the discretion of the Owner and his Sailing Master, but she must only carry her *usual* anchors and chains, which, as well as all other *gear*, may be shifted at pleasure during the race.

XII.—Boats and Life-Buoys.—Each Yacht exceeding 25 tons shall carry on deck, during the race, a suitable boat, with paddles, rowlocks, &c., lashed into her, ready for immediate use; such boat and its appliances to be subject to the approval of the starter, who shall be instructed to see that this rule is fairly carried out; and every Yacht must carry at least one Life-Buoy on deck ready for use throughout the race.

XIII.—Anchoring.—A Yacht may anchor at pleasure during the race, but must weigh the anchor before re-starting, and shall not take hold of any buoy, pier, other vessel, or fixed object.

XIV.—Only Sailing Allowed.—No towing, sweeping, poling, or pushing or any mode of propulsion except sails, allowed.

XV.—Fouling.—Each Yacht must go fairly round the prescribed course; and not touch any buoy, boat, or vessel used to mark it out, or foul any vessel in the race.

XVI.—Requiring a Yacht to tack if necessary.—If two Yachts be standing towards the shore, or towards any buoy, boat, or vessel, and the Yacht to leeward be likely to run aground, or foul of such buoy, boat, or vessel, and not be able to go about without coming into collision with the Yacht to windward, the latter shall at once go about, on being hailed to do so by the owner of the leeward Yacht, or the person acting as his representative, who shall be bound to see that his own vessel tacks as nearly as is possible without collision at the same time.

XVII.—Two Yachts meeting—Helms to be put to Port in case of danger.—If two Yachts are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to Port, so that each may pass on the Port side of the other.

XVIII.—Two Yachts crossing—In case of danger, which to give way. When two Yachts are crossing so as to involve risk of collision, then if they have the wind on different sides, the Yacht with the wind on the Port side shall keep out of the way of the Yacht with the wind on the Starboard side, except in the case in which the Yacht with the wind on the Port side is close hauled and the other free, in which case the latter Yacht shall keep out of the way; but if they have the wind on the same side, or if one of them has the wind aft, then the Yacht which is to windward shall keep out of the way of the Yacht which is to leeward. N.B.—When by the foregoing Rule, which, as well as Rule XVII., is taken from the Merchant Shipping Amend-

ment Act, 1862, and the Order in Council, dated 9th January, 1863, one of two Yachts is to keep out of the way the other shall keep her course.

XIX.—*May luff, but must give room at marks, and when necessary.*—A Yacht may luff as she pleases, to prevent another passing to windward, but must not bear away, in order to hinder her passing to leeward (the lee side to be considered that on which the leading vessel carries her boom); but, nevertheless, when rounding any buoy, boat or vessel used to mark out the the course, or when passing any pier, shoal, rock, vessel, or other obstruction to sea room, Yachts must give each other room to pass clear of it and of one another, whether they are on a wind or going free, and whether it be the lee or weather boat which is in danger of going ashore, or of fouling such obstructions.

XX.—*Running Ashore.*—Any Yacht running on shore, or foul of a buoy or vessel, may use her own anchors, boats, warps, &c., to get off, but shall not receive assistance from another vessel (except from the crew or crews of the other vessel or vessels so fouled) or from the shore. Any anchor, boat or warp used must be taken on board again before re-starting.

XXI.—*Distinguishing Flags.*—Each Yacht must carry her owner's proper Distinguishing Flag, of a suitable size, at her main top-mast head, same not to be hauled down unless she gives up the race, in which case it is to be immediately lowered; if the top-mast be struck or carried away, the Flag must be re-hoisted in a conspicuous place, as soon as possible.

XXII.—*Limit to duration of Race.*—Except when otherwise prescribed in the conditions under which the prize is offered, if the leading Yacht has not passed the Flag Vessel before 9 o'clock P.M., the race shall be null and void, and be re-sailed on such other day as the Committee shall appoint. No new entries to be received, but should any Yacht having been duly entered not start, or should she be disabled or give up during its progress, and the race not be concluded, she shall be at liberty to re-start on whatever day or days it is re-sailed.

XXIII.—*Penalty for disobeying Sailing Regulations.*—Any Yacht wilfully disobeying or infringing any of these Rules, shall be disqualified from receiving any Prize she may otherwise have won, and her Owner held liable for all damages, caused by such disobedience, to other yachts, buoys, flag-boats, &c.

XXIV.—*Protests.*—Should the Owner of any Yacht, or the person acting as his representative on board, consider that he has a fair ground of complaint against another for foul sailing, or any violation of these Regulations, he must signify the same by showing a Flag conspicuously in the main rigging, same to be kept flying while passing the Flag-Ship; and such protest shall be sent *in writing* to the Committee, before the expiration of the day on which the Race has been sailed, and shall be heard and decided on as soon as possible.

TABLES OF TIME ALLOWANCE.

The principles assumed in computing these tables are the same as those adopted in the calculation of the Time Table of the Royal Yacht Squadron drawn up in (1866).

Viz.:—That the allowance of time given by a larger to a smaller vessel should be *directly* proportional to the distance sailed, and *inversely* proportional to the size of the vessels.

e.g.—If the larger can allow the smaller vessel one minute on a particular length of course, she can allow her two minutes on a course of twice the length.

And with respect to the element of size, the assumption is, that if a vessel, of say 50 tons, can allow a smaller one any given time per ton of difference, a vessel of twice the size, or 100 tons, can only allow half the time, or the same for 2 tons that the vessel of 50 tons allows for one ton.

The allowance of time per ton will consequently be obtained from the relation

$$t = \frac{k l}{T}$$

where t is the allowance of time per ton in seconds, l the length of the course in miles, T the tonnage of the vessel, and k a number, whose value in the R.Y.S. Table is taken as 30, on the supposition that a vessel of 30 tons can allow one of 29 tons one second per mile. The same value is adopted in these tables.

For a Course of 48 nautical miles, the formula therefore is

$$t = \frac{1440}{T}$$

For any other Course whose length is l it is

$$t = \frac{1440}{T} \times \frac{l}{48}$$

The numbers which correspond to the formula for the No. 1 Course may be found from the first table for all values of T from 200 to 5 tons; and those which correspond to that for No. 2 and other Courses from the subsequent tables. Any number involving a fractional part of a second is represented in the tables by the nearest whole number.

e.g.—At 20 tons the true No. is 31m. 32.74s. it is set down as 31m. 33s. At 21 tons the true No. is 32m. 41.31s. it is set down as 32m. 41s. This of necessity involves an error, which however cannot exceed a second as between any two Yachts.

These tables can if necessary be extended by the same formula to include any tonnage required, but by deducting from schooners and yawls $\frac{1}{2}$ and $\frac{1}{4}$ of their tonnage respectively (being equivalent to the proportion which R.Y.S. adds to cutters and yawls, viz., $\frac{1}{2}$ and $\frac{1}{4}$ respectively), they will probably include all Yachts likely to race under them. They can also be easily adapted to any course by altering the times given in the ratio of the lengths of the courses, but it will generally be found in practice better to adopt the length of the courses to them.

Rule for using the Tables.—Take the times placed opposite to the tonnages of the two vessels, the difference between the times so taken will be the time to be allowed.

TABLE FOR A COURSE OF 48 NAUTICAL MILES.

Tonnage.	Time.		Tonnage.	Time.		Tonnage.	Time.	
	M.	S.		M.	S.		M.	S.
200	86	16	144	78	25	88	66	39
199	86	9	143	78	15	87	66	22
198	86	2	142	78	4	86	66	6
197	85	54	141	77	54	85	65	49
196	85	47	140	77	44	84	65	32
195	85	40	139	77	34	83	65	15
194	85	32	138	77	23	82	64	57
193	85	25	137	77	13	81	64	40
192	85	17	136	77	3	80	64	22
191	85	10	135	76	52	79	64	4
190	85	2	134	76	41	78	63	46
189	84	55	133	76	31	77	63	27
188	84	47	132	76	20	76	63	9
187	84	40	131	76	9	75	62	50
186	84	32	130	75	58	74	62	31
185	84	24	129	75	47	73	62	11
184	84	16	128	75	36	72	61	51
183	84	8	127	75	24	71	61	31
182	84	1	126	75	13	70	61	11
181	83	53	125	75	2	69	60	51
180	83	45	124	74	50	68	60	30
179	83	37	123	74	38	67	60	9
178	83	29	122	74	27	66	59	47
177	83	21	121	74	15	65	59	25
176	83	12	120	74	3	64	59	8
175	83	4	119	73	51	63	58	41
174	82	56	118	73	39	62	58	18
173	82	48	117	73	27	61	57	55
172	82	39	116	73	14	60	57	31
171	82	31	115	73	2	59	57	7
170	82	23	114	72	50	58	56	48
169	82	14	113	72	37	57	56	18
168	82	6	112	72	24	56	55	52
167	81	57	111	72	11	55	55	27
166	81	49	110	71	58	54	55	1
165	81	40	109	71	45	53	54	34
164	81	31	108	71	32	52	54	7
163	81	22	107	71	19	51	53	39
162	81	14	106	71	5	50	53	11
161	81	5	105	70	52	49	52	42
160	80	56	104	70	38	48	52	13
159	80	47	103	70	24	47	51	43
158	80	38	102	70	10	46	51	12
157	80	29	101	69	56	45	50	41
156	80	19	100	69	42	44	50	9
155	80	10	99	69	27	43	49	36
154	80	1	98	69	13	42	49	2
153	79	52	97	68	58	41	48	28
152	79	42	96	68	43	40	47	53
151	79	33	95	68	28	39	47	17
150	79	23	94	68	13	38	46	40
149	79	13	93	67	58	37	46	2
148	79	4	92	67	42	36	45	23
147	78	54	91	67	27	35	44	43
146	78	44	90	67	11	34	44	2
145	78	34	89	66	55	33	43	20

Tonnage.	Time.		Tonnage.	Time.		Tonnage.	Time.	
	M.	S.		M.	S.		M.	S.
32	42	36	22	33	47	13	21	31
31	41	51	21	32	41	12	19	41
30	41	5	20	31	33	11	17	41
29	40	17	19	30	21	10	15	30
28	39	27	18	29	5	9	13	6
27	38	36	17	27	45	8	10	26
26	37	42	16	26	20	7	7	26
25	36	47	15	24	50	6	4	0
24	35	49	14	23	14	5	0	0
23	34	49						

If this scale be used on a course of sixty miles, it will be equivalent to diminishing the time allowance one-fourth.

TABLE FOR A COURSE OF 32 NAUTICAL MILES.

Tonnage.	Time.		Tonnage.	Time.		Tonnage.	Time.	
	M.	S.		M.	S.		M.	S.
120	49	23	81	43	6	42	32	42
119	49	15	80	42	55	41	32	19
118	49	7	79	42	43	40	31	55
117	48	58	78	42	30	39	31	31
116	48	50	77	42	18	38	31	7
115	48	42	76	42	6	37	30	41
114	48	34	75	41	53	36	30	15
113	48	25	74	41	40	35	29	49
112	48	17	73	41	27	34	29	21
111	48	7	72	41	14	33	28	53
110	47	59	71	41	1	32	28	24
109	47	50	70	40	47	31	27	54
108	47	41	69	40	34	30	27	23
107	47	32	68	40	20	29	26	51
106	47	23	67	40	6	28	26	18
105	47	14	66	39	51	27	25	44
104	47	5	65	39	37	26	25	8
103	46	56	64	39	22	25	24	31
102	46	46	63	39	7	24	23	53
101	46	37	62	38	52	23	23	13
100	46	28	61	38	36	22	22	31
99	46	18	60	38	21	21	21	48
98	46	8	59	38	5	20	21	2
97	45	58	58	37	48	19	20	14
96	45	49	57	37	32	18	19	23
95	45	39	56	37	15	17	18	30
94	45	28	55	36	58	16	17	33
93	45	18	54	36	40	15	16	33
92	45	8	53	36	23	14	15	29
91	44	57	52	36	4	13	14	21
90	44	47	51	35	46	12	13	7
89	44	36	50	35	27	11	11	47
88	44	26	49	35	8	10	10	20
87	44	15	48	34	48	9	8	44
86	44	4	47	34	28	8	6	57
85	43	52	46	34	8	7	4	57
84	43	41	45	33	47	6	2	40
83	43	30	44	33	26	5	0	0
82	43	18	43	33	4			

If this scale be used on a course of forty miles, it will be equivalent to diminishing the time allowance by one-fourth.

TABLE FOR A COURSE OF 24 NAUTICAL MILES.

Tonnage.	Time.		Tonnage.	Time.		Tonnage.	Time.	
	M.	S.		M.	S.		M.	S.
30	20	32	21	16	21	12	9	50
29	20	8	20	15	46	11	8	50
28	19	44	19	15	10	10	7	45
27	19	18	18	14	32	9	6	33
26	18	51	17	13	52	8	5	13
25	18	23	16	13	10	7	3	43
24	17	55	15	12	25	6	2	0
23	17	25	14	11	37	5	0	0
22	16	53	13	10	46			

TABLE FOR A COURSE OF 16 NAUTICAL MILES.

Tonnage.	Time.		Tonnage.	Time.		Tonnage.	Time.	
	M.	S.		M.	S.		M.	S.
20	10	31	14	7	45	9	4	22
19	10	7	13	7	10	8	3	29
18	9	42	12	6	34	7	2	29
17	9	15	11	5	54	6	1	20
16	8	47	10	5	10	5	0	0
15	8	17						

TABLE FOR A COURSE OF 12 NAUTICAL MILES.

Tonnage.	Time.		Tonnage.	Time.		Tonnage.	Time.	
	M.	S.		M.	S.		M.	S.
30	17	58	20	15	35	10	11	34
29	17	46	19	15	17	9	10	58
28	17	34	18	14	58	8	10	18
27	17	21	17	14	38	7	9	33
26	17	8	16	14	17	6	8	42
25	16	54	15	13	55	5	7	42
24	16	39	14	13	31	4	6	30
23	16	24	13	13	5	3	5	0
22	16	9	12	12	37	2	3	0
21	15	52	11	12	7	1	0	0

SAILING PROGRAMMES.

ROYAL THAMES YACHT CLUB.

First Match.—Saturday, 1st June. For R.T.Y.C. cutters of first, second, and third classes, first class, any tonnage exceeding 35 tons. Course: from Gravesend round the Mouse Light and return to Gravesend. First prize value £100; second prize, value £40, to second vessel if four start. Time allowance, 35 to 70 tons, 20 seconds per ton;—70 to 105 tons, 15 seconds per ton;—105 to 140 tons, 10 seconds per ton;—140 and upwards, 5 seconds

per ton. Second class, 20 and not exceeding 35 tons. Course : from Gravesend round the Nore and return to Gravesend. First prize, value £50 ; second prize, value £25, to second vessel, if four start. Time allowance, 30 seconds per ton. Third class, 10 and under 20 tons. Course, from Gravesend round a flag boat to be anchored off Southend and return to Gravesend. First prize, value £25 ; second prize, £12 10s., to second vessel, if four start. Time allowance 45 seconds per ton. No restriction as to canvas. Entries to close at 10 p.m. at the club house, Albemarle Street, on Thursday, 23rd of May

Second Match.—Wednesday, 12th June. Open to vessels of any rig belonging to any royal yacht club or the New York Yacht Club. For two prizes. First prize, value £100 to first vessel within time of her rig. Second prize, value £50 (if four start) to first vessel of other rig, within time, quarter of a minute time allowance. Yawls to sail as cutters, deducting a fourth of their tonnage. No restriction as to canvas. Course, from the Nore to Dover. The vessels to carry all their boats and fittings, in cruising trim, to the satisfaction of the committee ; a pilot but no extra hands allowed. Not more than six friends allowed on board. Further instructions to be obtained of the secretary at the time of entry. Entries to close at the club house, at 10 p.m. on Thursday 6th June.

Third Match—Monday, 17th June. Open to schooners and yawls belonging to the R.T.Y.C. First class, exceeding 100 tons. Prize value £100 (with a prize value £50 to second vessel, if four start). Second class, not exceeding 100 tons. Prize value £50 (with a prize value £25 to second vessel, if four start). Yawls to add one-fourth of their tonnage. Yawls under 100 tons, R.T.Y.C. measurement, to sail with second class, adding for time allowance one-fourth of their tonnage. Time allowance, first class 12 seconds per ton from 100 to 150 tons, 10 seconds to 200 tons, and no allowance beyond ;—second class, 15 seconds per ton up to 75 tons ; 12 seconds per ton above 75 tons. Course, from Gravesend round the Mouse light vessel and return to Gravesend. No restriction as to canvas. Entries to close on Thursday 6th June, at 10 p.m., at the club house.

The committee reserve to themselves the power of making any alterations that may seem to them desirable in either match.

Entrance One Shilling per ton (R.T.Y.C. measurement) to be returned to R.T.Y.C. vessels competing for the prizes.

Vessels entered for first (cutter) match must be at Gravesend to be measured at noon, on Thursday, 30th of May ; those entered for the schooner and channel matches, must be at Gravesend on Saturday, 8th June, at noon. Yachts possessing R.T.Y.C. certificates of measurement, and which have not undergone any subsequent alteration, will not be required to attend.

The rig, tonnage, port and distinguishing flag must be declared to the secretary, at the club house, on or before the last night of entry.

ROYAL ALFRED YACHT CLUB.

Opening cruise to Wicklow Head, May 11th.

First Match.—From Kingstown harbour to Carlingford, May 18th, £20.

Second Match.—Carlingford to Kingstown harbour, Whit-Monday, May 20th, £20.

Third Match.—Yachts not exceeding 25 tons, No 3 champion cup, value £35, with £20 added, Whit-Tuesday, May 21st.

Fourth Match.—Double handed race, two members only on board each yacht, and

Fifth Match.—Single handed race, one member only on board each yacht, June 1st, day appointed for keeping the Queen's birthday. Also cruise in Bay, under flag officer.

Sixth Match.—Yachts of all sizes belonging to club. No. 1 champion cup, value £120, with £35 added. June 8th.

Seventh Match.—Yachts not exceeding 7 tons. No. 5 champion cup, value £25, with £7 added. Also cruise in Bay, under flag officer, June 15th.

Eighth Match.—Yachts of all sizes belonging to club; Corinthian match; no paid hands allowed on board. Cup, value £50, with a prize value £6, for helmsman of the winner, and a tankard for each of the crew. June 20th (the Queen's accession).

Ninth Match.—Yachts not exceeding 40 tons. No. 2 champion cup, value £60, with £30 added. June 22nd.

Tenth Match.—Centre-board yachts of all sizes. Also cruise in Bay under flag officer. June 29th.

Eleventh Match.—Yachts of all sizes, belonging to any Royal or foreign or recognised yacht club, to be steered by the owners, or by a member of the Royal Alfred Yacht Club, and under its rules as to paid and unpaid hands, &c. Cup presented by her Majesty the Queen, with a prize value £6, for helmsman of the winner. July 15th.

Twelfth Match.—Yachts not exceeding 15 tons, No. 4 champion cup, value £25, with £15 added; a special prize of £10 for first yacht not exceeding 10 tons. July 16th.

Closing cruise, September 7th.

All the yachts in the above matches must be steered by a member of the club, and a prize will be given to the helmsman of winner in all but 4th, 5th, and 10th. Paid hands allowed only in the proportion of one to every 10 tons and fraction of 10 tons; all others on board to be members or sons of members of the club, or members of a royal, foreign, or recognised yacht club having its headquarters at least fifty miles from Kingstown.

ROYAL LONDON YACHT CLUB.

Opening Cruise.—May 18th, yachts will rendezvous off Erith Pier, and start at noon, under the orders of the commodore. Dinner at Rosherville Hotel at 5h. 30m. p.m.

First Match.—June 3rd, first class yachts, exceeding 30 tons, C.M., first prize, 100 guineas, second prize, 50 guineas. Time for tonnage, 30 to 50 tons, 30 seconds per ton; above 50 tons, 20 seconds per ton. Second

class yachts, exceeding 15 tons, and not exceeding 30 tons, C.M., first prize, 30 guineas, and a second prize of 15 guineas, providing that four yachts start. Time for tonnage, 45 seconds per ton. Course, from Erith, round the Nore Light and back to Rosherville. Entries will close on Tuesday, May 28th at 9h. pm. Yachts requiring to be measured must be at Gravesend on Thursday, the 30th of May.

Second Match.—June 18th, schooners. Prize 100 guineas, and a second prize of 30 guineas, provided that four start. Course, from Rosherville round the Mouse Light, and back. No schooner to be rated at less than 100 tons, above that tonnage 15 seconds per ton to be allowed. Yawls, a prize of 50 guineas. Course, same as schooners. Time for tonnage, 20 seconds up to 100 tons, and 10 seconds above 100 tons. Yachts to start from and slip their own anchors. Entries will close on Wednesday, June 11th at 9h. p.m. Yachts requiring to be measured must be at Gravesend on Friday the 14th of June.

Third Match.—July 2nd, third class yachts, not exceeding 15 tons, C.M. first prize, 25 guineas, second prize, 10 guineas. Course, from Erith, round the east buoy of Leigh Middle and back to Rosherville. Time for tonnage, one minute per ton. The Commodore's prize of a 50 guinea cup, for vessels of any rig which have not won a prize on the Thames. To be open to yachts belonging to any recognized yacht club, to be handicapped; and a second prize of a 25 guinea cup to the first vessel in of a different rig from the winner of the first prize, provided that six vessels start. Course, from Erith, round the Nore, and back to Rosherville. Entries will close on Monday the 24th of June, at 9h. p.m. Yachts requiring to be measured must be at Erith on Saturday, the 29th of June.

NEW THAMES YACHT CLUB.

Opening Trip—Saturday, 25th of May. The commodore will hoist his flag on board the *Dracæana* at noon, off the club house, Gravesend, and proceed for a cruise, after which members and their friends will dine at the club at six o'clock.

First Match—Friday, 31st of May. (For N.T.Y.C. cutters.) First class any tonnage exceeding 30 tons; prize, value £100. A second prize, value £40 to the second vessel, if three start. Second class, 15 and not exceeding 30 tons, prize, value £40; a second prize, value £20, if three start. Third class, not exceeding 15 tons, prize, value £25; a second prize, value £10, if three start. Courses—First and Second Class, from Gravesend, round the West Oaze buoy and return to Gravesend. Third class—From Gravesend round the Nore and return to Gravesend. Time allowance for tonnage—first and second class, 30 seconds per ton up to 50 tons, and 15 seconds per ton above 50 tons. Third class, 30 seconds per ton. Entries to be made at the club rooms, in London, before 9 o'clock, p.m., on Friday, the 24th of May.

Second Match—Saturday, 15th of June. Open to schooners belonging to any recognised yacht club. Prize value £100; a second prize, value £40, to the second vessel if three start. Course—from Gravesend round the Mouse Light and return to Gravesend. Time allowance for tonnage, 10 seconds per ton. No vessel entering to rate under 100 tons. Entries to made at the club rooms, in London, before 9 o'clock, p.m., on Saturday the 8th of June.

Third Match—Thursday, 20th of June. (For N.T.Y.C. vessels.) First prize, value £40 (for schooners); second prize, value £30 (for yawls); third prize, value £30 (for cutters). Course—from Harwich to finish off the club house, Gravesend. Time allowance for tonnage—For schooners, 15 seconds per ton; for yawls, 20 seconds per ton; for cutters, 30 seconds per ton. Entries to close at Harwich, the evening before the race.

Fourth Match—Monday, 1st of July. (for N.T.Y.C. yawls,) prize, value £100; a second prize, value £40, to the second vessel if three start. Course—from Gravesend, round the Mouse Light and return to Gravesend. Time allowance for tonnage, 30 seconds per ton up to 50 tons, 15 seconds per ton up to 100 tons, and 5 seconds per ton beyond 100 tons. Entries to be made at the club rooms, in London, before 9 o'clock p.m., on Monday the 24th of June.

Entrance fee one shilling per ton, up to 100 tons, to be returned to the owner of every yacht which starts in a match if he be a member of the club.

Vessels entered for first (cutter) match must be at Gravesend to be measured at 11 o'clock a.m. on Wednesday, 29th of May; those entered for the second (schooner) match on Friday, the 14th of June; those entered for third (ocean) match on Wednesday, the 19th of June; those entered for fourth (yawls) match on Saturday, the 29th of June. Yachts possessing N.T.Y.C. certificates of measurement, and which have not undergone any subsequent alteration, will not be required to attend.

The rig, tonnage, port and distinguishing flag must be declared to the Secretary, at the club rooms, in London, on or before the last night of entry.

JUNIOR THAMES YACHT CLUB.

Opening Trip.—Saturday, the 11th of May. Yachts to rendezvous off the club house, Greenhithe, at 2 p.m., and proceed on a short cruise under the command of the flag officer of the day.

The club dinner for members and their friends, will be at the club house, at 6h. p.m., where tickets can be obtained. Non yacht owners wishing to accompany the yachts, are requested to apply to the Hon. Sec., not later than the 5th May.

First Match.—Thursday, the 30th of May, open to all yachts of the club, not exceeding 15 tons, in two classes. First prize, value £10 10s., presented by W. W. Limbert, Esq. Second prize, a pew dinghy, presented by the vice-commodore. Course, from off the club house, round the East Blyth buoy and back. Three to start or no race.

Second Match.—29th June, for prizes given by the club. Open to yachts of

the club, not exceeding 15 tons, in two classes. First class, a prize, value £15. Second class, a prize, value £8. Course, as above.

Handicap Match.—It is proposed to sail the same day, a handicap match open to all yachts of the club, for a cup, value 30 guineas, with a second prize, of 10 guineas, from off the club house, round the Nore light ship and back to Greenhithe, (weather permitting), in cruising trim, no racing canvas or extra hands allowed. Entries for this match, must be made with the Hon. Sec., at the club house, not later than Saturday, 22nd of June.

Third Match.—July 27th, for yachts of the club, owned by residents of Greenhithe only, not exceeding 15 tons. Two prizes, ten and five guineas, presented by the village of Greenhithe. Junior Thames club course. Another match will be sailed the same day, open to all yachts of the club, not exceeding 15 tons, in two classes, for prizes, presented by the club of the value of ten and five guineas.

Fourth Match.—Aug. 27th, open to all yachts of the club, not exceeding 15 tons, in two classes, for prizes, presented by the Commodore and Hon. Sec., of the value of ten and five guineas. To start from off the club house, round the East Blyth buoy and back to Greenhithe. Three to start or no race.

In all the above matches, (the handicap excepted), the sailing rules of the club, will be strictly adhered to, and the entries for each must be made with the secretary not later than three days prior to the date of such match.

A steamer with a band will accompany the yachts in each match, for members and their friends.

BARROW YACHT CLUB.

July 2nd.—A channel match from Liverpool to Barrow, for a cup value £50, given by James Ramsden, Esq., vice-commodore of the club, will come off together with another channel match from Kingstown to Barrow, for a cup value £50, given by the Marquis of Hartington. H. W. Schneider, Esq., offers a cup, value ten guineas, for a match for ten ton yachts, from Liverpool and Kingstown to Barrow. On the same day several sailing matches will be held at Piel. A cup value £10 and another value £5, will be given for a sailing match for boats belonging to any station, not exceeding 25 feet in length on deck, for boats belonging to Barrow, cups will be given value £5, £3, and £2. Prizes of £3, £2, and £1, are offered for a sailing match of open boats not exceeding 16 feet in length of keel, belonging to the port of Barrow. Cups value £10 and £2 10s. will be given for a rowing match of four oared racing boats.

July 3rd.—A match for a cup value £40, and a second prize of £15 will be given for yachts of any rig exceeding 35 tons. A cup value £20, and another, value £10, will be offered for yachts of any rig from 15 tons and not exceeding 35 tons. For yachts not exceeding 15 tons, cups valued £15 and £5 are to be competed for.

July 4th.—A channel match from Barrow to the Clyde, will be sailed for a cup value £50, given by the Earl of Dalkeith, for yachts of any tonnage

and rig. A cup value 10 guineas will also be given by H. W. Schneider, Esq., for a match of 10 ton yachts from Barrow to the Clyde. The Earl of Dalkeith is commodore of the club; J. Ramsden, Esq., vice-commodore; and H. W. Schneider, Esq., rear-commodore. A flag has been decided on by the club. It has a blue ground, with the device of a bee in *quatrefoil*, surmounted by an earl's coronet, and is in every respect a handsome and suitable club flag.

RANELAGH YACHT CLUB.

Opening Trip.—May 4th, yachts to rendezvous at North Woolwich, at 1h. 30m. p.m., and sail in company to Gravesend. Dinner will be provided at the New Falcon Hotel, and will be on the table at 5h. for 5h. 30m. p.m.

First Match.—June 15th, prizes £12 12s.; £6 6s.; £3 3s. The course from Erith to the Chapman, and back to Erith. Yachts will sail in two classes:—1st.—Those above 8 tons and not above 16 tons for a prize value £12 12s. 2nd.—Those not above 8 tons for a prize value £6 6s. to the first and if three or more start a binocular glass, value £3 3s. the gift of H. N. Hewett, Esq., to the second yacht. Entries close at the Ship Hotel, 10th June, at 9h. p.m. The signal gun to take stations will be fired at 11h. 30m.

Second Match.—July 16th, the course and the complete arrangements are the same as above. Entries close at the Ship Hotel, 10th July, at 9h. p.m. The prizes will be duly announced.

Third Match.—August 15th. Time allowance, 8 tons and under, one minute per half ton, above 8 tons, half a-minute per half ton. Yachts to start from their own moorings, and allowed to slip anchors. Yachts requiring to be measured must be at Erith at 10h. p.m. on the morning of the race.

ROYAL ALBERT YACHT CLUB.

We learn that the programme of this club will include a race for three fifty guinea cups to take place on August 23rd, from Southsea to Torquay. At the next meeting there are ten candidates including — Brown, Esq., of the *Helen* 283 tons, — Pollock, Esq., of the *Harrier*, 150 tons, and Captain Stirling. Mr. Pearn its secretary has compiled a scale of time allowance which has met the approval of the sailing committee.

PRINCE OF WALES YACHT CLUB.

The first match Saturday, 18th May, by yachts belonging to members of the club, from 12 to 25 tons inclusive, one minute time allowance for tonnage, for prizes of £25 and £10, the second prize will not be given unless four yachts start. The course to be from Erith to the Nore and back. The first prize to be given if even only one yacht comes to the start, if the entry is complete and she sails over the course.

Entries to close on Monday, 13th May, at 9 p.m. Entrance fee one shilling per ton.

The second match is fixed for the 19th June for yachts under 12 tons for

prizes of £15 and £5, time allowance for tonnage $1\frac{1}{2}$ minutes. The course to be from Erith to the Chapman, and back to Erith.

A subscription match from Gravesend to Ramsgate to be sailed on the 13th July.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal Clyde Yacht Club.—The opening meeting of this club was held in Maclean's Hotel, Glasgow, on 5th of March last—Vice-commodore Forrester in the chair—for the purpose of electing officers for the ensuing year, when the following gentlemen were appointed, viz., Commodore, The Right Hon. the Earl of Glasgow, (Valetta); Vice-commodore, J. M. Forrester, Esq., (Zampa); Rear-commodore, Archibald Sword, Esq., (Avon); Stewards, D. W. Finlay, Francis Powell, James Reid, (Leander), Charles Henderson, John A. Lockett, Samuel King, and Alexander Sim, Esqrs., Honorary Secretary and Treasurer, William York Esq.; Auditors, James Provan and Henry Forrester, Esqrs. The retiring Rear-commodore brought forward his motion for a "sail over," which was duly seconded, and, after some discussion, was put to the meeting in a slightly altered form, as follows:—"Any vessel duly entered shall be entitled to sail over the course for any prize offered to be sailed for under the rules of the club, subject, however, to the power of the committee to postpone the race in the event of foul weather; but no late entry shall entitle a vessel to sail over the course," which was carried by a large majority, over an amendment that the rule remain as at present. The regatta fixtures of the other yacht clubs, so far as yet settled, were laid before the meeting, when it was resolved to hold the regatta at Hunter's Quay, on Friday, the 5th July. The arrangements for the regatta were left over till next meeting. The secretary stated that several members had already intimated their intention of offering prizes for competition during the ensuing season. D. Finlay, Esq., gave notice of the following motions for the next meeting:—1st. "That the entrance fee for admission to the club be raised to two pounds;" 2nd "That the allowance to yawls when sailing in a mixed race be one-fifth, instead of one-sixth, as at present." The plans of the new hotel and club house at Hunter's Quay, which it is expected will be ready by 1st of June, were laid on the table for the examination of members, and the meeting, which was very numerously attended, was closed with a vote of thanks to the chairman for presiding.

Royal Harwich Yacht Club.—The annual meeting of the Royal Harwich Yacht Club was held on Tuesday, April 16th, at the club rooms, Great Eastern Hotel, Vice-commodore E. Packard, Esq., in the chair. The magnificent piece of plate which formed the prize in the Atlantic race between the Cambria and the Dauntless and was won by the former, and which has been presented to the club by its late commodore, J. Ashbury, Esq., as a challenge cup, was exhibited upon the table. It consists of a perfume fountain

of massive silver and of most elegant and artistic design, and at its foot bears an inscription which states that it was the prize won by the *Cambria* in the Atlantic race, and that it was presented to the club. Mr. Ashbury has also presented to the club a very fine painting representing the *Cambria* passing Sandy Hook Lightship in the race in question, and this was hung on the wall of the room. A. E. Hall, Esq., and R. Wood, Esq., who has purchased the *Cambria*, were elected members of the club. The hon. treasurer B. P. Goodwin, Esq., presented his report, which was as follows:—

“In presenting my report for the year ending 31st March, 1872, I have to state that the balance in hand on the 1st April, 1871, was £24 11s. The subscriptions and entrance fees received from members during the year have amounted to £230 18s.; donations to regatta fund, £41 6s.; entrance fees for yachts at ocean match and regatta, £13 0s. 6d.; dividends on £300 stock consols, £8 15s. 6d.; making a total of £318 11s. The expenditure for the same period, including club, ocean match, and regatta expenses, was £280 13s. 11d., leaving a balance to the credit of the club of £37. 17s. 1d. To the foregoing expenditure, however, and for the purpose of showing the full scope of the club's operations, should be added the Commodore's prize of 65 guineas for the ocean match and regatta, which make the total disbursements by and through the club for the past year £348 18s. 11d. The club has lost by death during the year six members, 17 have resigned, and 23 new ones have been elected, leaving on the club books 240 members.”

After which the committee gave in their report which was unanimously adopted. The election of Commodore and Rear-commodore was adjourned for a month, J. Ashbury, and Peter Bruff, Esqrs., having resigned office from the pressure of private business. The chairman proposed a vote of thanks to the hon. treasurer and secretary, B. P. Goodwin, Esq., expressing the great obligations under which the club is to that gentleman for the admirable manner in which he carries out the duties of his office; which was loudly applauded. The ocean match of the new Thames Club from Harwich to the Thames is fixed for June 20th, and the desirability of having a match down just before that day was admitted, but unfortunately the fixtures in the Thames prevent this. It was resolved that the regatta should be held on June 26th, and the question of an ocean race stood over.

Royal Alfred Yacht Club.—The opening meeting of this club was held on April 15th, G. Putland Esq., Rear-Com., in the chair, who read a letter from Major-General Sir Thomas Biddulph, K.C.B., announcing “that he had received the Queen's commands to intimate her Majesty's intention to present a cup value £100, to be sailed for by yachts of the Royal Alfred Yacht Club this year,” and moved that the grateful thanks of the club be given to her Majesty for the honour done to it, which was carried by acclamation, as well as a further vote of thanks to Sir Thomas Biddulph, and to Col. the Hon W. Colville, equerry to his Royal Highness the Duke of Edinburgh, for their kindness in the matter. G. B. Thompson, Esq., of the *Madcap*, was then elected Vice-Commodore for the next year, in the room of the late Thomas D. Keogh Esq., and G. Putland, Esq. of the *Enid*, re-elected to the rear flag,

with a committee of eight members to manage the racing and other affairs of the club. Twenty-four new members, most of them yacht owners, and resident in England or Scotland, were then balloted for, under the new system of voting papers borrowed from the ballot bill, and elected, making thirty-five which have joined the club since last season, and bringing its number well on to its limit of 300. The programme and the matches for the season were then brought forward, 260 being voted for prizes, in addition to the Queen's Cup and the Champion prizes, (to be held for one year) which are valued at £265. The fixtures made were nearly those recommended by the committee, with the exception of the necessary changes to give the post of honour to her Majesty's gift, and to bring the first class match within the time of the visit to Dublin of the Duke of Edinburgh on June the 5th.

Royal Welsh Yacht Club.—The annual meeting of this club was held at the club house, Carnarvon, when Sir Llewelyn Turner, the Vice-commander presiding. The accounts as audited were submitted to the meeting and passed. On the motion of De Winton, Esq., second by Capt. Griffith, the regatta for this year was fixed for Monday the 12th of August. Sir Llewelyn Turner had given notice of alterations in the rule of time racers, and on the motion of Capt. Iremonger the question was adjourned for a month. The club will this year have considerable acquisition in the list of yachts by the addition of the fine screw steam yacht of Major Platt of the Royal Carnarvonshire Militia, and the celebrated schooner yacht *Cambria* lately purchased by Mr. Wood a member of the club.

Royal Dart Yacht Club.—At the general meeting held April 8th, the following report was adopted:—"Gentlemen on this occasion of our annual meeting, it is with very great pleasure we announce to you that, through the exertions of the officers of the club, the committee have succeeded in obtaining from Her Majesty permission to use the prefix "Royal" to this club, so that the members may now congratulate themselves on being fully recognised as one of the Royal Yacht Clubs of the United Kingdom. The committee think this event worth commemorating by giving a suitable prize at the forthcoming royal regatta for the Port of Dartmouth, to be held on the 29th and 30th days of August, and they have accordingly invited special subscriptions to carry out such object. Your committee also refer, with considerable satisfaction, to the large amount distributed by the club in money and prizes at the regatta, last year, amounting to £228, and to the successful competition, which such an attractive list of prizes produced, there being over twenty yachts, from the large tonnage of 167 down to that of 15 engaged in such competition. These sailing matches and races were received with satisfaction by the yacht owners, and created great interest with the public. Arrangements were also made with the committee of the Royal Cornwall Regatta for a channel match from Dartmouth to Falmouth, which was conducted satisfactorily to all parties, and will probably lead to a similar match in the coming season. Your committee also notice, with much pleasure, the rapid increase of the members of the club, now amounting in number to 183, and owning amongst them 115 yachts of all classes and

sizes. The number of members is now limited to 200, except in the case of yacht owners, who will still be considered eligible for admission. Your committee have, during the past year, repeatedly had under their consideration (in accordance with the wish of several members), the advisability of removing the club to the Dartmouth side of the river, but as the opinion of the members is divided thereon, and there is a great difficulty—if not impossibility—of procuring suitable and convenient premises, and the very large extra outlay per annum, which would be required in consequence, added to the difficulty of giving members the hotel conveniences now enjoyed by the club in its present position, your committee have finally determined to maintain the Club Chambers at Kingswear, as at present. Your committee have had prepared a design for the new Burgee, consequent on the obtaining the privilege of a royal club, and they submit a design which they hope will meet with the approval of the members. The Burgee now finally adopted, on assuming the word Royal is as follows:—Burgée, white ground with scarlet border, scarlet crown, and scarlet dart (not arrow); the dart pointing towards the point of the burgee. In conclusion, the committee trust that the present prosperous condition and efficiency of the club will be deemed satisfactory to its members, and that the statement, now submitted of the receipts and expenditure of the club, since the date of the preceding account, to the 31st December, 1871, will also meet with their approval. H. STURDY, Commodore, W. SMITH, Secretary."

Temple Yacht Club.—The monthly meeting of this club took place on the 3rd of April, at which two members were elected and several proposed for election. It was suggested that one of the matches for this season should be sailed by amateurs only, without any paid hands being allowed on board, this suggestion will be brought before the sailing committee. A proposition was made that in future all new members should pay an entry fee, the ballot however proved against the alterations, in due time other propositions will undoubtedly be made to this effect to become law next year.

LAUNCH OF THE DRACENA.—This schooner was successfully launched from Mr. J. White's yard at Cowes on April 24th, and is the property of J. D. Lee, Esq., Commodore of the New Thames Yacht Club. The ceremony of christening was performed by Mrs. Lee, in the presence of a very large and fashionable company. The following are her dimensions:—Length over all 102ft. 0in., length on load line 80ft 0in., beam, extreme 18ft. 0½in., depth of hold 9ft. 10in., burthen in tons, b.m., 120, ditto n.m. 64½, displacement tons, 105, draught of water aft 10ft. 0in., ditto forward 8ft. 0in., height of freeboard forward 5ft. 10in., ditto midships 3ft. 8in., aft, 4ft. 0in., bulwarks 2ft. 5in., rake of sternpost 20ft. 0in., centre of gravity of displacement below load line 2ft. 3in., area of load line 553ft. 0in., height of centre effort of sails above load line 29ft. 2in., area of the four lower working sails 4,005 sq. ft., length of mainmast, deck to hounds 52ft. 0in., masthead 7ft. 6in., foremast, deck to hounds 49ft. 0in., head 7ft. 6in., main boom 48ft. 0in., ditto gaff 30ft. 0in., fore gaff 23ft. 0in., bowsprit outside stem 28ft. 0in., ditto housing

10ft. 0in., square sailyard 50ft. 0in., main topmast 50ft. 0in., main gaff top-sail yard 25ft. 0in., fore gaff 38ft. 0in., centre of effort of sails abaft centre of load line 4ft. 9in., ditto abaft centre of gravity of displacement 3ft. 4in. Her canvas which will be of flax will be supplied by C. Ratsey of Cowes.

LAUNCH OF THE MARION.—This 27 ton cutter was launched from Mr. Watkins's yard at Blackwall, on April 4th, for Mr. Fradgley.

FLYING CLOUD has been re-launched and got ready for a preliminary canter with her owner's new cutter Kriemhilda, fixed for May 6th.

The late William Cooper, Esq., (Vanderdecken).

WITH much regret we have to announce the death of the above gentleman, so long known as a talented writer on yachting subjects under his above *nom de plume*, which took place at Dublin on the 16th April last after a lingering illness. Mr. Cooper who was of a Tipperary family and born in the year 1824; from earliest boyhood took with great avidity to aquatic pursuits and soon became one of our best amateur sailors, his name being identified with all the crack crews round the Irish Channel. Secretary to the Royal Western Yacht Club of Ireland while that club flourished on board its floating club-house, the Owen Glendower, in Kingstown harbour, his cheery manner and nautical knowledge contributed much to its success and to that of the Corinthian matches of 1854-5, so much talked of by yachtsmen at the time. Mr. Cooper was long a writer in the pages of this Magazine where he brought out that series of articles on Yachts and Yachting. He also wrote "*Yarns for Green Hands*," which has since run through three editions under the new style of "*The Yacht Sailor*," and is by far the best handbook published for the inexperienced yachtsman, while it is one of the most useful and amusing to all, whether old or young. He was also a correspondent of *Bell's Life* for many years, reporting the regattas on the Irish, Scotch, and West of England ports, in a style of genuine nautical criticism, and with a knowledge of the true points of a match, which has never since been equalled, and when he retired from ill health, those who enjoy reading a good report of a well sailed match felt they had lost their oracle. His knowledge of drawing and skill with the pencil gave him a great facility in producing his ideas, and being also a most excellent companion, it was always a pleasure to go over a bit of sailing lore with "Vanderdecken", as no one knew better how a thing should be done or could show more clearly how to do it. Of late years he has been in bad health and away from the yachting world, but always enquired after by his old companions who knew him in days of yore, and missed him from the scenes he loved, and his name will long be remembered with regret amongst those who thoroughly enjoy yachting, and above all the noble sport of match sailing.

REGATTAS AND MATCHES.

- May 18th—Prince of Wales, Erith to the Nore.
 18th—Royal Alfred, Channel race to Carlingford.
 20th—“ “ Carlingford to Wicklow.
 21st—“ No. 3 Champion cup.
 30th—Junior Thames, Greenhithe to East Blyth buoy.
 31st—New Thames, first and third class cutter matches.
- June 1st—Royal Thames, first, second and third class cutter matches.
 1st—Royal Alfred, double and single handed matches.
 3rd—Royal London, first and second class cutter matches.
 7th—Cheshire, first and second classes.
 8th—Royal Alfred, No. 1 Champion cup.
 12th—Royal Thames, Nore to Dover.
 13th—Norfolk and Suffolk, at Cantley
 14th—Temple, Charlton to Gravesend and back.
 14th—Cheshire, first and second class.
 15th—New Thames, schooner match
 15th—Royal Alfred, No. 5 Champion cup.
 15th—Ranelagh, cutter match.
 17th—Royal Thames, schooner and yawl matches.
 18th—Royal London, schooner and yawl matches.
 19th—Prince of Wales, Erith to the Chapman.
 20th—New Thames, channel match.
 20th—Royal Alfred, Corinthian match.
 22nd—“ No. 2 Champion cup.
 26th—Royal Harwich regatta.
 29th—Junior Thames, first and second class matches.
 29th—Royal Mersey Regatta.
 29th—Royal Alfred, Centre-board match.
- July 1st—New Thames, yawl match.
 1st—Royal Mersey regatta.
 2nd—Royal London, third class cutter match.
 2nd—Royal Mersey, Liverpool to Barrow.
 2nd—Barrow, Kingstown to Barrow.
 3rd—“ Regatta.
 4th—“ Barrow-in-Furness to Clyde.
 5th—Royal Clyde, Hunter's Quay, Holy Loch.
 6th, 8th,—Royal Northern, Greenock.
 10th, 11th,—Royal Yorkshire regatta.
 11th—Norfolk and Suffolk at Wroxham.
 11th—Royal Ulster, Belfast Lough.
 13th—Prince of Wales, to Ramsgate.
 15th—Royal Alfred, No. 5, Champion cup.
 15th—Temple, from Erith round Upper Blyth and back to Charlton.
 16th—Ranelagh, Erith to the Chapman.
 17th, 18th—Royal St. George's Regatta.
 24th, 24th—Royal Cork Regatta.
 27th—Junior Thames, two matches.
 31st—Royal Southern regatta.
- Aug. 3rd—Cheshire, first and second class.
 8th—Norfolk and Suffolk, at Oulton.
 12th—Royal Welsh Regatta.
 14th—Temple, Gravesend to Margate.
 15th—Ranelagh, third match.
 17th—Cheshire, first and second class.
 19th—Royal Albert regatta commences.
 21st, 22nd,—Royal Western Regatta at Plymouth.
 26th, 27th,—Torbay Royal Regatta.
 27th—Junior Thames, Greenhithe to the East Blyth Buoy.
 28th, 29th,—Royal Dart Regatta.
- Sept. 3rd—Royal Cornwall regatta.

HUNT'S

YACHTING MAGAZINE.

JUNE, 1872.

THE OPENING RACING SEASON OF 1872.

WHETHER we ought not rather to say "coming racing season" is a question for the more subtle mind to determine; but whether "coming" or "opening," we are now in that month when racing really commences, when the merits of the old racing craft will be put to the severest test, and when those of the new vessels—whose names have lately, from time to time, been before the public—will be determined; a month which will bring with it disappointment to some and great rejoicing to others of our yacht owners. There certainly never was a year which promised better for sport than the coming one. Our clubs are as numerous as they were last year, and much more so than they were some few years ago, while the number of racing craft now afloat far exceeds anything we remember. To enumerate the various racers would be superfluous, suffice it to say that though some of our old friends have retired upon their laurels, others, again, that we have lately missed from the scene of strife, are about to fly fresh colours to take their place; while Hatcher and Ratsey have been busy during the winter endeavouring, if possible, to stultify their former productions. Already in the

East there has been a friendly trial of speed between the new craft, when Hatcher's last forty-tonner showed undeniable signs of great speed; while in the West, the usual energy of a flourishing club has been displayed, and "first blood" drawn by the well-known Enid and Lizzie. We now look forward to the coming contests on the Thames and the neighbouring ports with the greatest interest, when young and old will meet together, and when we hope that fine weather may favour them; but we cannot help regretting that the leading clubs on our national river should adopt such an ultra-conservative policy as to exclude from their matches vessels not belonging to their clubs. In small clubs it is perhaps impossible to avoid this course; but it is unpardonable in large clubs, where two or three yachts more or less on their list can make no difference to their well-being, while the absence of them at a regatta is fatal. Much sport is doubtless marred by this exclusive method of proceeding, and though it is of course too late to alter the system for the present season, we trust that the subject may be properly considered next year, and we feel convinced that a more liberal policy would prove a matter of congratulation to the committees adopting it and would certainly lessen the risk of not filling the entries for the different classes, as had just happened in two out of three of the Thames clubs.

INTERCOMMUNICATION.

It must not be supposed that we are indifferent to the suggestions which have been made of late with respect to the advantage of intercommunication. We entirely concur with those who advocate it, and beg leave to offer our best thanks to all whose public spirit leads them to support and encourage the movement.

First and foremost we desire to express our sense of the liberal and truly sportsmanlike manner in which Count Batthyany has met, or, as we ought rather to say, anticipated our wishes, and what we believe to be the feelings of the yachting public. It is not long since that he has favoured us with the lines of the celebrated Flying Cloud. In our last number he has kindly enabled us to lay before our readers the drawing of his new cutter, the Kriemhilda. We sincerely congratulate him on being the possessor of so fine a

vessel, and still more on having been the first to give us a practical lesson in Intercommunication, the advantages of which our valued correspondent, "H. H.," has been so successful in first pointing out. We are quite sure that our foreign friend will feel great pleasure in finding his ideas adopted, even in this single instance, and trust that he will have the satisfaction of seeing them followed more and more every year. We beg leave to thank him, too, for his interesting communications as well as for his happy suggestion. Our readers will perceive from the following quotation that the advantage of free-trade in yachting is recognised by the daily press. Outside the yachting world the absurdity of making a secret of improvements or failures is fully admitted. *Daily News* gives us a hint, which is very much in harmony with some of the views that have lately appeared in this Magazine. It says—

"The American yachtsmen and yacht builders are unceasing and indefatigable in trying to get the quickest pace out of vessels that now can scarcely be regarded as mere pleasure boats. They have established one admirable custom, which might be followed here with advantage. The principal clubs in New York rule, we believe, that models of the boats in the respective associations be cradled in rooms set apart for the purpose. A club man can then take note of the proportions and details of winners, and, if he chooses, arrange his own boat on the same design. Here there is a practice of making a mystery of yacht building in some respects. A gentleman or designer who thinks he has made a valuable discovery is as anxious to hide it as though he were the heir to a receipt for a sauce or a pill. Hitherto the secrets have not been of much service to their proprietors, but the principle of affording full information in yacht building appears decidedly the more rational and more sportsmanlike."

Now, we do not by any means pretend to assert that American yachts are superior to our own, or that, if so, such a superiority is due to this custom. It is quite possible that other causes may be at work, and that the system alluded to has not existed long enough to effect any improvement. Of one thing, however, we feel quite confident—namely, that the "practice of making a mystery of yacht building" is a mistake, and that the best interests and highest aspirations of this noble sport can best be consulted by a totally opposite course. For ourselves, we can only express our readiness to offer every assistance in our power, and to throw open our pages to all those who are inclined to take advantage of such a means of Intercommunication.

THE FIRST CRUISE OF THE SIREN.*

A NARRATIVE OF YACHTING ADVENTURE BY A VETERAN YACHTSMAN.

CHAPTER XII.

THE REPROOF.

"Gentle she was, and kindly,
Yet ought like rudeness quick her anger roused !

WHEN our voyagers came on deck next morning, the wind had moderated, and with smooth water and all sail set they were coasting the shores of Spain—the Moorish towers of Malaga already low on the weather quarter. Nothing can be more bleak and barren at all seasons of the year than the rock-bound eastern shores of the Peninsula, giving little indication of the rich plains and lovely valleys the interior contains. Indeed, to the yachtsman sailing past the seaboard of the Provinces of Granada, Murcia, and Valencia, a feeling of wonder where the fine fruit grows (that supplies the desert tables of half Europe) arises, seeing, as he does, nothing but a continuous line of white parched rock blazing under an almost tropical sun, unrelieved by a speck of green. This, however, is but the rough external rind, the kernel is within, and the *vegas* of Valencia and Granada are perhaps as rich spots of earth as the face of the footstool can produce. The lofty Sierra Nevada, its summits ever white, as its name implies, with eternal snow, forms indeed a grand back-ground to this sterile foreground, and removes the tameness there might otherwise have been in the landscape. The Siren was too far off to allow the nakedness of the shore to be seen in all its deformity, for here, as ever, "distance lends enchantment to the view." She was heading about a compass E.S.E., for so far to the south trends the coast here, and was really not increasing her distance from the shores of Italy by the course she was steering, though at first sight it might appear so until the chart has been examined. The African continent near Algiers comes so far to the nor'ard that you must reach a higher latitude than Cape de Gatte ere you can get to the eastward.

Natalie, thanks to the smooth water, had quite recovered from her indisposition of the previous evening, and on coming on deck, was so delighted with the fine outline of the Sierra, that she sent Nanette down for her drawing materials, to enable her to make an outline of it

* Continued from page 223.

as they sailed steadily along. This was soon accomplished, as there was really nothing on the barren shore worth the trouble of putting on paper. How different from the Italian coast, where all along the Riviera from Nice to Spezzia, and from Naples to Salerno, the most charming succession of subjects for the pencil are to be found.

Tiring of the monotony of the scene, Madlle. proposed to the Baronet that he should go below and give her some hints how to insert the shipping in the picture of Gibraltar which she had devoted herself to during her solitary imprisonment yesterday. Sir H., whose experience in drawing ships of all kinds had been at least as great as his experience in drawing law papers, willingly consented, and they adjourned to the main cabin, Maxwell remaining on deck busy with a book.

They placed themselves at the cabin table with Natalie's drawing, which was of some size, between them. Sir H. took a pencil and drew a schooner yacht about the place where the Siren had been anchored in the bay, Madlle. stooping over him watching every line he made most closely. In her anxiety to profit by the lesson, she was not aware of her close proximity to the Baronet until one of the gold pendants she wore that morning happened to fall out of her ear in consequence of the lower end being raised by coming in contact with Sir H.'s shoulder. It dropped on the drawing, and the Baronet taking it up, offered to replace it. Natalie blushed a little at finding she had been sitting in such close proximity to him, but made no opposition to his doing so. When, however, tempted by her pleasant looks and kindly smile, he tried to steal a kiss as his reward, she started from her seat in great indignation, stamped her foot and exclaimed—

“How dare you, Sir? As much admiration as you please; but no liberties. I am an honourable man's daughter, and I hope some day to be an honourable man's wife; and as I have never yet done—I hope never to do—anything derogatory to either position, I am indeed astonished that one whom I have hitherto considered a gentleman, when a forlorn girl like myself has trusted her safety and her honour to his keeping, would so far presume upon her defenceless state as to offer such an indignity as you have just now done.”

Sir H. really felt ashamed of himself, and stood looking at the fury he had raised in great perplexity; at length he bethought him of the excuse of the butcher, who, intoxicated by the marvellous beauty of the famous Georgiana, Duchess of Devonshire, kissed her in spite of himself.

“Pardon me, Madlle.,” he said humbly, “I cannot conceive how my

admiration got so much the better of my good manners, but you really looked so handsome, I could not help myself ; but the offence shall never be repeated you may rest assured."

Natalie's anger, though sharp, was never very long-lived, and Sir H.'s appeal to her vanity was perhaps the very best course he could have adopted to soothe her offended dignity. Perhaps, too, she thought when she cooled a little, that she had been more severe on him than his offence altogether merited. For, offering him her hand in token of reconciliation, she added with a sigh, " Well, well ; I have been forced by untoward circumstances into a profession where, unfortunately, correctness of conduct and a strict observance of the proprieties of life are the exception, not the rule, and perhaps I ought not to blame you much for attempting to take such a liberty with a dancing girl like myself. Indeed, Sir H., I owe you so much, and have put you to so much trouble and inconvenience, that if you think to kiss a poor creature like me can afford you any gratification—for this once you may." Saying this, she offered him her cheek as well as her hand ; but Sir H., whose feelings were thoroughly those of a gentleman, only availed himself of the privilege to the extent of carrying her fingers to his lips. While doing so, he thought he saw traces of a stray tear that had escaped her in spite of herself.

This little incident, instead of producing any coldness between the Baronet and his guest, really served to make them better friends than ever, and they parted after the conclusion of the drawing lesson on the most amicable terms.

The schooner was still slipping fast along the Spanish land when Sir H. reached the deck, and he hoped, if the breeze but continued, that they would be abreast of Almeria by nightfall. If they then saw symptoms of a gale from the east'ard, as Drew expected, they could run in and anchor. If it still held from the west'ard, they could take their departure—for their voyage to Italy—from Cape de Gatte.

When the crew went below to dinner, Sir H., as usual, took his spell at the helm, and steering in such fine weather and with a beam wind along so bold a shore being no very engrossing task, the recent incident in the cabin naturally returned to the Baronet's thoughts. He very sincerely regreted having given Madlle. the slightest reason to complain of his behaviour to her, and resolved she should not have to do so again. It never once occurred to him that her indignation was mere acting, as it might to many a man looking at Madlle.'s antecedents ; but he was quite satisfied that whatever the faults of her character were, deceit was not one of them, and he felt convinced that her feelings of

propriety had really been offended by the liberty he had attempted to take. He naturally enough figured to himself many a situation in which the poor *danseuse* must have been placed during her theatrical career in which she must have had occasion to defend herself from similar attempts, and he could now well understand what an efficient protector the high spirit she had recently shown towards himself must have been on such occasions. Her subsequent softened demeanour he was vain enough to attribute entirely to himself, chiefly owing, no doubt, to gratitude for what he had done in aiding her escape; but who shall say that the idea that a tenderer feeling than gratitude might not have had something to do in so quickly smoothing Natalie's ruffled brow did not occur to him? He had been much struck by an expression she had used during the recent scene in the cabin. "I am an honourable man's daughter, and I hope some day to be an honourable man's wife," was the way in which she had spoken of herself, and it now became a question with Sir H. who this second honourable man might be—was he a real man or only a myth? As a rich young Baronet of presentable appearance, to state his personal advantages in their mildest form, he was accustomed to consider his marriageable value—whenever he thought of it, which to do him justice was not often—at a pretty high figure, and certainly, until that moment, it never had occurred to him to demean himself so far as to think of making a dancing girl Lady Arden. Even now he only entertained it for a moment to scout it as an impossibility. Yet the many excellent qualities and accomplishments of Natalie fitting her so admirably for a yachtman's wife, and the kindness of feeling, to use no warmer name for it, she had recently displayed towards himself, induced him to close his reflexions with the thought, that if she had been as much of a lady in position as she unquestionably was in manners and education, he might go much farther—and fare much worse—in his search for a suitable helpmate.

Natalie, as if aware of the favourable verdict which had been pronounced on her, came aft just as the Baronet had arrived at the above conclusion, her face beaming with its usual cheery smile. All trace of recent displeasure departed. In her hand she brought her portfolio to show Sir H. how well she had succeeded in completing the shipping in her picture of Gibraltar and its bay.

"You see how apt a scholar I am," she said to Sir H. as she exhibited the drawing; then turning to Maxwell, she added, "Come here, Mr Maxwell, and tell us which of these vessels are Sir H.'s and which mine, for I flatter myself my copies are nearly as good as the originals."

Maxwell really felt some difficulty in saying which of the various craft owed their origin to the Baronet and which to the lady ; there was so much vigour and firmness about Madlle.'s workmanship that she had succeeded in imitating her instructor in what was his undoubted speciality in the fine arts, in so surprising manner, a that it was only some slight inaccuracies in the rig, such as only an experienced yachtsman like Maxwell could have detected, that enabled him to select some that were undoubtedly her performances. He, however, took care to make a mistake in one or two, which quite delighted the gratified artist, who clapped her hands in great glee.

" I am certainly destined to become a second Horace Vernet before I die, now that I have equalled Sir H. in one lesson."

The wind had now fallen extremely light, and looked as if it were about to desert them altogether. A state of inactivity such as a calm induces is most trying to the temper and patience of yachtsmen, and the baronet was always devising schemes for making the monotony of such a time feel less irksome. Maxwell, who was much more bookishly inclined than his friend, would have been quite contented to read—with an occasional whistle to hasten it—till the breeze came again. During their cruize hitherto, they had been little annoyed with calms, having rather to complain of too much than too little wind, and in consequence, they had never met with a good opportunity for trying some new rifles Sir H. had brought on board with him. He accordingly suggested that there could not be a better time than the present for experimenting upon them, the sea being perfectly smooth, while they had still some way through the water. For this purpose a Champagne bottle was made fast to a log-line and hove overboard, affording as it floated astern at a distance of some hundred fathoms, bobbing its upper half and long neck in the still rippled waters, a fair though not a very easy mark to the eye of even the practised rifleman. The Steward was ordered to bring the gun-cases on deck, and the gentlemen were soon busily employed in fitting the barrels to the stocks of several breach-loading rifles. One was a heavy double-barrelled, intended to carry death and devastation among the wild boars of Albania and the crocodiles of Egypt, a visit to both these countries being in contemplation ere the Siren's head should be again turned homewards. The second, also double, was a lighter weapon, more especially adapted for deer stalking, and the third was a light, handy single barrel, made by the celebrated Henry, of Edinburgh, the property of Maxwell. There was thus one for Madlle. as well as for each of the two gentlemen.

"Are you a good shot, Madlle.?" asked Sir H. as he completed fitting the heavy rifle and proceeded to load it.

"If you mean by a good shot that I am skillful at hitting Champagne bottles in the sea, I really can't say till I try; but I have very often fired at more honourable game, and as they invariably fell either dead or very badly wounded, I suppose I must have aimed very straight indeed."

"May I venture to enquire, Madlle.," said the Baronet, "in pursuit of what kind of game you have proved so successful a sportswoman?"

"Oh, the noblest of all—human beings, of course," answered Natalie.

"What a fearful savage you must be," exclaimed Sir H. in amazement.

"My killing has not done my fellow-creatures much harm hitherto, for they have all come to life again so soon as they were carried off the stage, for my murders have all been committed in *melodrames* and *ballets d'action*, but my theatrical practice in discharging firearms has been very extensive, so I trust, Mr. Maxwell will entrust me with that nice little gun I see him handling as tenderly as if he loved it."

"Willingly," said Maxwell, "if you will promise, Madlle., not to let it fall overboard, for it is a present from a valued friend of mine, and I should regret deeply the loss of it." Saying this, he handed her the rifle, explaining its action, and warning her to be cautious not to shoot herself or anybody else.

"Don't be alarmed. So confident am I in my skill, that I don't mind giving you a chance of winning back the gloves you lost to me the other evening, and which you paid so faithfully yesterday."

"Oh, I shall be only too happy; but we must give Sir H. a chance also. So let's have a sweepstakes of half a dozen pairs of gloves each, and the best shot shall carry off the whole," said Maxwell.

After this arrangement was made, Madlle. was requested to lead off, and impatient to show her skill, without taking much heed of her aim, she fired at far too high an elevation, and struck the water far astern of the mark.

"I shall do better next time," she cried as Maxwell gave her back the rifle after re-loading it, adjusting and explaining the double sights. Her second shot was in a good line, but still too high, for it went still some distance over the mark.

Sir H. now fired both barrels, but his performances were not very successful. Maxwell followed, but the bottle still floated astern as uninjured as before.

Madlle., who was now able to load her rifle herself, a very easy task

with its simple mechanism, fired a third shot, and made certainly the best practice they had yet seen, though the bottle still bobbed up and down, as if it was laughing at them. The gentlemen, after much re-adjusting of sights, tried again ; but still in vain. When it came to Madlle.'s turn again, she took a long and very careful aim, holding the rifle very steadily to her shoulder.

"Come along, Madlle.," cried Sir H., "you'll never hit it if you squint at it so long as you are doing now."

On hearing this expostulation, Natalie pulled the trigger, and immediately the bottle was seen to float away astern, for she had cut the cord a foot or so from the neck. An odd enough circumstance now took place. Maxwell fired immediately after Madlle. had liberated the mark, and striking the head of the bottle, neatly cut off the part cased with tinfoil, leaving the rest of it still floating away astern. The distance was now considerable, but Sir H. jumped on the after grating, and with a ball from the right barrel of his heavy rifle, sent the bottle flying in shivers.

"Well done our noble selves," cried the baronet as he jumped back to the deck quite pleased with the performances of the trio. Yours, however, is the greatest merit Madlle., and you richly deserve your gloves, for you showed us the way to do it by cutting the gordian knot which held the bottle to the ship."

Natalie, however, declined the sweepstakes, saying if any one was entitled to it it was Maxwell, who first struck the mark. But as he also declined to take it, it was kept to be contended for on another occasion.

The westerly breeze soon died quite away, and for several hours they lay completely becalmed. Ere night, however, they had a breeze from the east'ard, which continued to freshen so much, that by daylight they were very thankful to seek shelter under Cape de Gatte, as the skipper had prognosticated. When our yachtmen came on deck next morning, they found themselves at anchor in Almeria Bay with half a gale already blowing outside, and a sky that portended anything but a fair wind.

(To be continued.)

ROYAL ALFRED YACHT CLUB MATCHES.

THE members of this club inaugurated the yachting season in Dublin Bay for 1872 on Saturday, May 11th ; but the weather—as, indeed, it has been all the spring—was sadly unfavourable for pleasure, although

a fine trial of the yachts which were hardy enough to get under way was obtained. The intended rendezvous was Wicklow Head, but a stormy N.E. wind setting right down on that anchorage made it early apparent that to go so far to leeward would be folly, as lying under the head would be impossible, and the beat back utterly disagreeable. The Rear-Commodore, therefore, who was in command, using a wise discretion, flew K.G., "Yachts will heave-to off the harbour," and the Enid was soon seen with her head to the sea, under whole lower sails, small mizen and jib-headed topsail, waiting for the rest of the squadron to join company. Only a few, however, responded to the invitation, as the wet weather had retarded the fitting out of several, and others, though in the harbour, were too chary of their canvas to risk the wetting it was likely to get, a precaution extended by a few even to their bunting, of which they did not send a rag aloft in honour of the occasion. The first to show outside the piers was the Echo, followed by L'Eclair, Wavecrest, Alexandra, and Ella, under the club flag, Norman and Amberwitch following, carrying the blue burgees of the Royal Irish and Northern Yacht Club respectively. As soon as they were in a tolerable line the signals—"Yachts will race round mark next shown, and return to the Commodore," followed by "Kish Lightship" were shown, and all went off at score, Echo leading, followed by L'Eclair, with Enid on her weather bow, Norman next, Wavecrest and Alexandra together, Ella bringing up the rear. At first the yachts lay the ship easily, but the wind heading them as they went out they broke off, and Enid went quickly into the foremost place, Echo dropping away to leeward of L'Eclair, Norman reaching along very fast until something went wrong with her halyards, or jaws of the gaff, and her mainsail came on deck. The Echo, after tacking, carried away the eyes of her topmast rigging, and had to lower her topsail. There was a nasty sea off the Burfords, and heavy rain began to fall; so, seeing it was clearly no day for pleasure, the Commodore, as soon as he had "stayed round the plunging old ship," and thrown a newspaper on board, signalled to race up to the South Bar Buoy, but midway, finding the rain and cold worse and worse, bore up for the harbour and went to moorings, in picking up her L'Eclair fouled Wavecrest, pulling her own topmast over the side.

The first match of this club, and, indeed, of the regatta season for 1872, was fixed for the 18th May, in order to take advantage of the Whitsuntide holidays, and was to have been from Kingtown Harbour to Carlingford Bar, the yachts afterwards anchoring at Rostrevor for the night and for Sunday, and returning in another match on Whit-Monday at

9h. a.m., and a great deal of interest and kind feeling had been shown by all the officials at that port, both those connected with the Lough Commission and others on the subject, many kind invitations and offers of assistance having been sent. The weather, however—that terrible spoiler of the best laid plans—proved sadly unpropitious, and, from the persistent cold and wet which has prevailed throughout May, many vessels were still unprepared when the time arrived, and others found it impossible to force their passages from the south of England in time, so that the entry was very small, and when the morning dawned, with heavy rain falling, and a stiff N.E. wind blowing, the Eveleen had not arrived, and few of the smaller vessels cared much to undertake so long a voyage to a strange port, with, moreover, the tolerable certainty of defeat at the hands of the Enid staring them in the face. The Madcap, belonging to the Vice-Commodore, had only arrived after a week's voyage from Southampton the day before, and was, of course, in no trim for racing; while the Lizzie, of same tonnage, only made her port on the 19th, after a regular battering of sixteen days in the Channel. Under these circumstances the only course open was to "change the venue," and sail off the match nearer home; so it was determined to run the first match round the No. 2 course of the club, 32 miles, starting at 12 o'clock, and to let the second be decided on Monday by a race round Rockabill and Kish lightship, returning to Kingstown Harbour, open to all vessels of the club, post entries. It was tolerably certain Enid would easily carry off the prize on Saturday, but three hardy little fellows were determined not to let her have it without at least a trial, and at 12h. 5m. exactly, the Lizzie 20, in full fighting costume, with a jib-headed topsail aloft, and steered by W. R. Johnson, Esq., the former owner of her smaller, though older sister. The Queen, led the way through the pier heads, followed by L'Eclair, 37, Enid (rated at 42), and Wavecrest 25, all with their owners at the tillers, and, hardening in her sheets, prepared for a dead hammer across the last of the ebb tide to the South Bar buoy. As soon as they were clear of the piers, the three leading boats tacked to port to get up into the bay out of the tide, the wind being N.N.E. and the air clear and cold, and a good lump of sea on, especially near the mouth of the harbour. Lizzie sailed like a little witch, eating right up on weather of Enid, while L'Eclair, noted for her weatherly qualities, and for the fondness with which her steersman invariably nips up to the wind, also crept up well on the starboard bow, and challenged Lizzie for the lead. When in as far as prudent at nearly dead low water, all stayed, and stood out on starboard tack, but when they met Wavecrest, who had stood further out from pier,

either from a slack wind or from her own weatherly qualities, the "red and golden moon" was borne across the bows of the "blue and silver moon" some sixty yards to windward, and the crack was found to be so far Paddy last. This, however, she could not stand, and shifting her small mizen for No. 1, she made a rush, and came up with the leaders "hand over fist." The bar buoy being rounded, Lizzie 12h. 37m., L'Eclair, 12h. 37m. 50s., Wavecrest 12h. 44m. 16s., Enid 12h. 45m. They could not quite fetch Rosbeg overtide, but did so with one short tack, and then eased sheets for the Kish, and got balloon foresails set. There was a good deal of sea on over the bank, and some fears that the heavy yard to the Enid's topsail would bring the topmast about the ears of the crew, but it held on, however, and soon after rounding the buoy she raced up on Lizzie's quarter, threatening to give her the blanket. The Palinurus of the small ship was, however, wide awake, and in a minute it was "in main sheet," and luff to counter the blow, which, Mr. Putland seeing, as well as the uselessness of going all over the bay with her, while L'Eclair made tracks for her mark, put his helm up, and soon managed to go through the little lady's lee, from which he quickly walked on to L'Eclair's quarter, and with a little more trouble, but certainly and surely, served her the same sauce at 1h. 45m., taking a lead never again lost. The Kish was rounded—Enid 1h. 15m. 6s., L'Eclair 1h. 52m. 20s., Lizzie 1h. 53m. 11s., Wavecrest 2h. 9m. 23s. After the gybe it was a run home, but spinnakers would hardly draw, so matters were kept as they were, and the big one soon drew away, rounding the harbour buoy at 2h. 45m. 29s., L'Eclair 2h. 56m. 14s., Lizzie 2h. 57m. 10s. There was now more wind, and the Enid shifted her big topsail for her smallest square-headed, losing some ground in the operation and in the beat to the South Bar, but getting round at 3h. 25m. 15s., L'Eclair 3h. 32m. 20s., Lizzie 3h. 34m. 10s., the latter boldly shifting her topsail for a larger, which when the Enid saw, and also that the breeze, as easterly breezes always do towards evening, was dying away, she again set her large one, and when round Rosbeg her new and huge jib topsail, under which she walked clean away from the little ones, who, as usual, tired under the weight, and who also met the tide hotter and hotter as they came on, the time at finish being—Enid 5h. 36m. 29s., L'Eclair 6h. 12m. 34s., Lizzie 6h. 25m. Enid thus winning easy after allowance of time, and laying the first stone of the vast pile of prizes she intends raising during the season.

On Whit-Monday, May the 20th, the match which had been substituted for the return race from Carlingford, to Kingstown Harbour,

took place, and was thoroughly successful, so far as the yachts and yachtsmen engaged were concerned, but from the nature of the cruise—round Rockabill Lighthouse and the Kish, returning to the harbour—it presented but few points of interest to the spectators on shore. The day was very fine, with a nice E.N.E. breeze, beautifully smooth water, and a warmer atmosphere than we have lately been accustomed to. The first gun was named to fire at 10h. a.m., and early preparation was the word amongst the vessels engaged, which were, however, but few, as the chances of the smaller craft in the race of some forty-three miles, and dead against the wind, were considered infinitesimal, and various were the reasons given “how not to do it.” Gaffs, bobstays, tillers, and gear of all kind got out of order in a most marvellous manner, and required a day in harbour, so that when the second gun went off from the East Pier end, which it did to the second at 10h. 5m., only the *L'Eclair*, *Enid*, and *Madcap* hardened their sheets for what was apparently a dead beat to the *Baily*. *L'Eclair* got out first, with *Enid* on her weather quarter, the Vice-Commodore being to windward of all, but hardly a length astern; and as it was the first appearance of his new purchase, her looks were eagerly scanned. Below, she is “a replica” of the *Lizzie*, both being as nearly as possible from the same moulds, but she has more spring fore and aft, while her quarters are a little flared out, giving her more deck room, and although her covering board is about an inch higher, her bulwarks are less by three inches; so she looks more rakish, and her gold stripe also brightens up her side and gives her a smarter and less dumpy appearance than her sister. She went well throughout the day, but laboured under great disadvantages in her not having her large topsail yard or spinnaker boom, which had not arrived from Hull; and the want of the latter, in all probability, as events turned out, lost her the race. As the yachts crossed the bay, the superiority of a cutter, even though of small tonnage, in going to windward, was manifested as both *L'Eclair* and *Madcap* drew up on the weather of *Enid*, and at one time it looked as if they would get past the nose of *Howth* without a tack, while she would be forced to go about. The wind drew more to the east, however, as they got on, and all weathered the *Baily*, *L'Eclair* leading, *Enid* second, *Madcap* a few yards astern. It was now up with balloon foresails and jib topsails with all, and check-sheets a few inches, for a reach to the eastern point of *Lambay*, some twelve miles; the ebb tide, which was running down, rendering it more advisable to go up outside instead of through the Sound as usual. *Enid* went fast through the water, breasting the easternmost point of *Lamby Island* at 12h. 40m. 20s., and rounding the rocky island on-

which the lighthouse which forms the principal guide to mariners in that part of the Channel stands, at 1h. 48m., L'Eclair 1h. 56m. 48s., Madcap 2h. 5m. After passing, all gathered in their sheets and stood out on starboard tack to clear the land, the wind having come round to about S.S.E., and at 2 o'clock Enid came round and lay the Kish light-ship, a clean full, the tide still running to the southward, but it would soon be making up, and as it runs flood to N.N.E., directly against them. Each vessel tacked nearly in the same place, showing that Enid had a lead of about 9½m. of L'Eclair, and 15m. of Madcap, who was doing remarkably well, but for some unexplained reason here shifted her square headed top-sail for a jib-headed one. At 3h. 5m. Enid was abreast of Lambay on her return voyage, and the wind freeing a little, she set her jib topsail. Several yachts were now in company, the new Juliet, Amberwitch, Norma, Echo; Aileen and Spray being the principal, and the day beautifully fine, though the air was sharp, and rifted clouds rolling about, while it looked awfully black to the southward. The Kish was reached, Enid 4h. 41m., L'Eclair 5h. 9m., Madcap 5h. 16m., the latter, who was to receive 17m. 29s. from the yawl and 15m. 29s. from L'Eclair, being well inside her time of the latter, who had kept too much to windward, and had been therefore close pinched over the tide, while the wind had freed all the way. It was now a dead run, and the leaders set spinnakers on the port hand, the wind becoming very light; but Madcap unluckily had no boom for hers, and not expecting to gain anything in a six and-a-half mile dead run with larger vessels, did not even re-set her large topsail, which might, after all, have given her the race, as Enid kept too much in the bay out of the tide, and went up very slowly, while L'Eclair, who, after running awhile on one gybe, lowered her spinnaker, and set it on the other hand, ran her 15m. on the way up, and even Madcap gained 9m., only finally losing by 8m. 33s., after deducting her time allowance in the new No. 1 Scale (a very good performance), and beating L'Eclair for second place by 1m. 12s., time being officially announced as—Enid 6h. 18m. 24s., L'Eclair 6h. 31m. 9s., Madcap 6h. 44m. 26s. Rain came on soon after coming in, and continued with great violence all night, the morning being fine and very favourable for the next day's race.

In continuance of their holiday revels at Whitsuntide, the third day's racing was on the 21st inst., being the second essay for the possession of which was No. 3 amongst the champion cups established last year, to be held for one year, with £20 added, the Lizzie being the first winner; and a merry little fleet were assembled to compete for the honour of holding the trophy, although the wildness of the

weather beforehand hand prevented several who had been reckoned on getting ready in time, the chief absentees being *Shadow* (20), new last year and hailing from Liverpool ; *Leander* and *Quickstep*, also both launched last season and belonging to the Clyde and Belfast respectively, and the new *Spindrift*, constructing this year for a member from the yard and designs of the redoubted Fife of Fairlie, but still unfinished. The entries and conditions were (yachts not exceeding 25 tons)—*Madcap*, cutter, 20 tons, G. R. Thompson, Esq. ; *Lizzie*, cutter, 20 tons, C. H. Coddington, Esq. ; *Kittiwake*, cutter, 20 tons, Captain Iremonger ; *Wavecrest*, cutter, 35 tons, Lucius O. Hutton, Esq. ; *Siren*, cutter, 20 tons, D. Corbett, Esq.

First gun to fire from battery on East Pier at 11h. a.m., and the second exactly five minutes afterwards. No vessel to pass a line between the lights or pier ends until after the second gun. To be steered by a member of the club. Paid hands allowed only at the rate of one for every ten tons, or fraction of ten tons. All others on board to be members of the club, their sons, or members of a Royal recognised yacht club, having its headquarters at least fifty miles from Kings-town.

All persons, except those entitled to sail in each yacht, must have left her before the first gun fires.

Wavecrest allows the others 2m. 17s. No. 3 course, viz. :—Kings-town to South Bar buoy, two miles ; South Bar to Rosbeg, two and a half miles ; Rosbeg to North Burford, one and three-quarter miles ; North Burford to South Burford, one and a half miles ; South Burford round hauling buoy, marked with a flag ; round again as before and to flag-ship, bearing on her starboard hand. Total, twenty-four miles.

The chief interest centered in the meeting of *Lizzie*, the holder of the cup, and *Madcap*, both of the same tonnage, and built by the same skilful artist, best known as King Dan, and as like in all essentials as he was able to render them, his own opinion as to their capabilities being that in forty miles there should not be two hundred yards between them, and from the closeness of the contest at one time it really appeared as if this would be the case, though *Madcap* laboured under the disadvantage of having lately passed to a new owner, and having only arrived the end of last week, with much of her gear not yet refitted, while the *Lizzie* was in the same skilful hands as swept the coast with her last season, and won £395, coming in first fifteen times ; second, three times, and winning fifteen first, and two second prizes, without a protest or foul throughout her twenty starts. The *Kittiwake* came from Wales with a great reputation, her owner

having considerably altered her during the winter, and in appearance she was second to none, but was very unfortunate, and came to grief early in the second round. The other two were local boats, and not considered to have much chance, though both are very fast in their way, and the Siren sailed throughout in a way which much astonished the cracks, and until the breeze came down rather heavily for her seemed to have a grand chance. The morning was very fine, with a nice light breeze from N.N.E., and when the first gun fired at 11h., all were quickly under weigh, Lizzie and Madcap singling themselves out, watching each other's motions, were a good way off the pier ends when the second gun went off, and the others got out before them, Siren leading, Wavecrest second, Kittiwake third, Madcap fourth, and Lizzie last. It was nearly a dead beat to the South Bar, and all went round on starboard tack as soon as clear of the piers, except Madcap, who reached on so as to gather up to her mark and judge her distance more easily. All, however, got pretty well to the mark about the same time, 11h. 50m., and, the wind completely dropping, lay rolling about for half an hour, with spinnakers sometimes on their booms, at another on their bowsprit ends, until Madcap, seeing a little air under Howth, steered into it, and went off under her spinnaker jib at score until she took the true breeze, which came in south and east, nearly a quarter of a mile first; but soon all laid down for a dead beat to the Burfords. Madcap, followed by Wavecrest and Kittiwake, close together, now stood on the starboard tack a long reach to the northward, expecting, when clear of the Baily, to catch the Channel ebb on their lee beams, and so be driven bodily to windward, while Siren set off on an excursion across the bay, followed by Lizzie, and, as luck would have it, this pair caught a southerly vein of wind, which, when they tacked, brought them up like smoke. Madcap went about first, and went off to meet her great rival, while the Kitty and Wavecrest stood right on. When the Madcap met the others they weathered her by 400 or 500 yards, but, luckily for her, Lizzie, instead of coming round on her weather, stood on, and the wind favouring the Cap in turn, they were very near each other at the turning point, which they reached at 2h. 21m., and immediately it was out spinnakers, to run before a freshening breeze for the harbour. It was soon evident that at this work Madcap had the heels of her sister, and she dashed up on her weather beam, but it was instantly "down helm, in main sheet, down spinnaker, and stop her," with Captain Wyatt, and the pair, luffing to the wind, ran side by side at right angles to their proper course for a quarter of a mile, to the great satisfaction of Siren and Co., who cut away direct for the

harbour, while the two fast ones were fondling each other. After a time the pair of pugnacious ladies tired of this work, and Madcap, bearing away with Lizzie on her weather, went tearing through the water, each moment threatening to snap the spinnaker booms or topmasts under a fresh squall from south and eastward, and at last spinnakers had to come down in both. There was not half a boat's length between them when they shot round the pier end and hauled up for the Harrier schooner, which acted as a flag-ship, and round which they had to gybe, time being taken—Lizzie 3h. 1m., Madcap 3h. 1m. 13s., Siren 3h. 2m. 22s., Wavecrest 3h. 5m. 6s., Kittiwake 3h. 6m. 40s., not much after twelve miles. The two rivals kept close alongside each other, the Madcap to leeward to the South Bar buoy, where Mr. Thompson made a dash to cut out his rival and come on her weather, but her steersman and captain were as quick as he, and cut in so close that, to avoid a collision with the buoy, he had to put his helm up and bear away, the bowsprit of Madcap sweeping over Lizzie's taffrail, time taken—Lizzie 3h. 19m. 6s., Madcap 3h. 19m. 10s., Siren 3h. 20m. 30s., Wavecrest 3h. 24m. 48s., Kittiwake 3h. 25m. 11s., being about the closest and best match sailed in Dublin Bay for years.

It now blew fresh, and close hauled with large topsails all threw the water over them very lively to the Rosbeg, where Lizzie had drawn away a few seconds. Lizzie 3h. 36m. 10s., Madcap 3h. 36m. 50s., Siren 3h. 37m. 38s., Wavecrest 3h. 40m. 40s., Kittiwake 3h. 42m. 10s. Here they came dead on a wind, and soon after away went Kittiwake's weather crosstree, followed by her topmast, and soon after one of her peak halyard blocks gave up, and she was obliged to bear up. Lizzie slightly but surely gained in the beat to windward, but making two tacks for one in her anxiety to hold what she had got, she did not get away from her antagonist more than 100 yards, Siren, who had done so well, now being over pressed, and falling to leeward, Wavecrest also lying down in the squalls at a very ugly angle to look at. Lizzie tacked for buoy at 4h. 43m., Madcap following suit, but a little too soon, so had to pinch up over a boiling tide to get clear, and Lizzie on getting round was off like a shot under her balloon foresail, Madcap setting a balloon jib. Lizzie 4h. 45m. 10s., Madcap 4h. 46m. 15s., Wavecrest 4h. 56m., Siren 4h. 53m. 2s.

The wind, which had been so stiff outside, suddenly dropped, as they neared the harbour, into a dead calm, and all sorts of dodges had to be tried to avoid going with the tide past the harbour to Dublin, where a fearful storm of rain, with thunder and lightning, was going on at the time. A little puff, however, and her spinnaker on her bowsprit, saved

Lizzie, and she drew in and made her way joyfully across the harbour with the flood tide, and round the Enid, Madcap following after a time, but too late to give an interesting wind up to the best race which has been or will be sailed for some time, the official time taken being—Lizzie 5h. 44m. 51s., Madcap 5h. 53m. 51s., Siren 6h. 4m. 12s., Wavecrest 6h. 8m. 19s.

On June 1st took place two matches (during a fearful gale), the first prize being two tankards, open to all yachts of the club, two members of the club only to be on board. The other match was under similar conditions, except that only one member was allowed on board. The following entered :—Madcap, Siren, Mocassin, Petrel, Queen Mab, Torment, Peri, and Myrrha. The first match was won by the Madcap, the second by the Petrel. A full report will be given in our next.

It is with deep regret we have to record the loss of Daniel J. O'Connell, Esq., who went down in the Peri while sailing in the single-handed match. It came on to blow suddenly with very heavy rain at about four o'clock, and the sea got up at once. All got safely in but his boat (5 tons), which went down bodily, and though the Plione schooner was watching him, and went instantly to the place, they could find no trace of him or her. He was one of the best hands and most genial spirit in the club, and his loss will give a check to racing for many years.

ROYAL ULSTER YACHT CLUB—OPENING CRUISE.

THE cruise of this club came off on Saturday, May 25th. According to the programme, the yachts were to assemble off Carrickfergus at eleven o'clock, and, weather permitting, sail to Larne Lough.

The morning was calm and a shower of close rain fell about ten o'clock, not a very promising prospect for the ladies and gentlemen who were on board the yachts waiting for a breeze to carry them to the rendezvous. However, better weather was in store, and shortly after eleven a N.N.W. breeze sprang up, which soon cleared away the rain and enabled the yachts to reach Carrickfergus.

The new Rear-commodore, Daniel Fulton, Esq., arrived on board his 20-tonner, the Quickstep, a little after the appointed hour, and was received with a general dipping of ensigns from the vessels of his fleet. As soon as possible the Commodore made known his commands by means of the signal code, first getting the yachts hove-to on the off shore tack, and then as soon as sufficiently in order, he signalled—

"The Commodore will lead, the other vessels to follow without regard to any particular order," he then gybed, leading the fleet along the northern shore of the Lough to Castlechester Bay.

Among the yachts present were the *Ripple*, George Murney, Esq.; the *Vera*, William Girdwood, Esq.; the *Venture*, Thomas Valentine, Esq.; the *Amba*, Charles C. Connor, Esq.; the *Boreas*, Thomas Workman, Esq.; the *Flirt*, W. Currell, Esq.; the *Lelia*, A. D. Lemon, Esq.; the *Whisper*, P. Howell, Esq.; the *Lizzie*, Captain Hartwell, R.N., &c.

A fine wholesail breeze carried the yachts quickly to Castlechester Bay, and as there was considerable difference in the tonnage and speed of the vessels, the Commodore hove his yacht to, on reaching the Bay to give time for them to close up. When all were again together, the signal—"Sail to Larne Lough"—was displayed, and the fleet made for the Channel. On reaching Blackhead, the wind suddenly chopped round to the N.E., breaking the yachts off their course, and making it necessary to beat the remainder of the way to Larne. The ebb tide was under their lee, and to take full advantage of it by keeping in the strongest part of the stream, short tacks were taken close to the land, so that a fine view was obtained of the cliffs with the numerous caves worn at their base by the ceaseless action of the waves. At this point the fleet looked to full advantage as they rose and fell with a graceful motion over the long swell of the Channel, their white sails looking still whiter against the black basaltic headlands that towered far above the tallest mast.

As Muck Island was neared the wind became light and unsteady, and but for the strong weather-going tide there seemed little chance of reaching Larne in time to return that night to Belfast. Fortunately, a stronger breeze sprang up, and the yachts were enabled to make the bay at the entrance to the Lough. The Commodore again hove-to to allow his followers to come up. Then he made signal to return to Belfast Lough, but there was no wind, a flat calm lasting for more than an hour obliged the yachts to remain where they were. At half-past four the wind, still very light, filled the sails, and with all possible canvas set the vessels made for the Lough. The passage round was very slow, and when off Blackhead the Commodore dismissed the squadron, thanking them for their attention to the signals, and for the pleasure of their company.

The following is an abstract of the programme for the season of 1872 :—June 1st, 10-ton Corinthian. June 8th, 20-ton race, one paid hand allowed for every 10 tons or fraction of 10 tons. June 15th, 20-ton Corinthian. June 22nd, 10 ton Corinthian. June 29th, a race for

20-tonners, and one for 10-tonners. Prize presented by the non-yachtowners in the club.

The regatta at Bangor on July 11th, the programme of which will be nearly the same as last year, viz.,—The Bangor Challenge Cup, value £100; a race for 40-tonners, one for 20-tonners, and one for 10-tonners. Then on July 12th a Channel match from Bangor to Kingstown, open to all comers, prize presented by the Vice-Commodore, John Mulholland, Esq.; and a special prize, presented by the Rear-Commodore, David Fulton, Esq., for yachts 20 tons and under. August 1st, a Channel match, for 10-tonners, from Carrickfergus to Ballintrae Bay, Co. Antrim, prize presented by George S. Macartney, Esq. August 31st, the Commodore's prize for a single-handed match, open to yachts 10 tons and under.

All the matches, except those at the regatta and the Channel match to Kingstown, are only open to members of the club.

NEW THAMES YACHT CLUB MATCHES.

The first matches of this club took place Friday, May 31st, and brought such a fleet of cutters as has seldom, if ever, been seen in our river.

The prizes were:—First class first prize £100, second £40; second class first prize £40, second prize £20; third class first prize £25, second class £10. The following were the competing yachts:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
942	Kriemhilda	cutter	107	Count Batthyany	Ratsey
1476	Myosotis	cutter	40	T. G. Freke, Esq.	Ratsey
948	Julia	cutter	122	G. F. Moss, Esq.	Ratsey
673	Foxhound	cutter	35	Marquis of Ailsa	Fife
135	Banshee	cutter	46	J. S. Abbott-Dunbar, Esq.	
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
1538	Niobe	cutter	40	A. Heymann, Esq.	Hatcher
30	Alcyone	cutter	40	Col. Sir W. Topham	Hatcher
906	Iona	cutter	63	J. Ashbury, Esq.	Ratsey
1576	Norman	cutter	41	Major Ewing	Hatcher
607	Fiona	cutter	79	E. Boutcher, Esq.	Fife
SECOND CLASS.					
2410	Vampire	cutter	20	T. Cuthbert, Esq.	Hatcher
1584	Oberon	cutter	20	J. A. Sparvel-Bayly, Esq.	
2361	Thought	cutter	28	G. Wells, Esq.	Hatcher
THIRD CLASS.					
	L'erle	cutter	10	Major Lenon	
873	Ildegonda	cutter	15	E. Langtry, Esq.	Hatcher
541	Fairlie	cutter	15	J. A. Limbert, Esq.	Fife

This list includes the unusual number of four new vessels—the Kriemhilda, Iona, and Myosotis, by Ratsey, and the Norman, by Hatcher, and great interest was evinced in their performance; while the terrible Vanguard and the well-known Fiona had numerous admirers, and the Alcyone and Foxhound were thought to have good chances.

All started except L'Erie, and as it was said that she had only been launched the day before it is no wonder that she did not put in an appearance.

The Albert Edward left Blackwall with a numerous party, under the presidency of the commodore, and on arriving at Gravesend, the smaller classes were started immediately—at 11h. 20m. ; and at 11h. 37m. the first class were despatched. Wind very light from W.S.W.

The large vessels were rather irregularly placed, Niobe, Alcyone, Iona, and Norman being rather higher up the river than the others, while Vanguard, Fiona, and Myosotis had berths a little lower down. Kriemhilda manned hilliards previously, and when the starting gun was fired, all canted smartly, and Vanguard and Myosotis ran up spinnakers and took the lead, followed by the rest of the fleet, while Kriemhilda and Niobe were all astern, and hampering each other.

On getting into order after passing Tilbury Fort, Myosotis was leading, Foxhound second, Julia third, Alcyone fourth, Niobe fifth Iona sixth, Fiona, Banshee, and Kriemhilda abreast (Fiona to windward), Vanguard next, and Norman last.

The wind was nearly aft down Gravesend Reach, and very light and paltry, promising a tedious affair. Balloon topsails were sported by all except Niobe, Vanguard, and Iona, and spinnakers were universally in request.

They jibed into the Lower Hope, and Vanguard and Kriemhilda had crept to the front before reaching the Ovens Buoy, while Julia, Myosotis, and Foxhound had dropped astern, Alcyone keeping her place, and sailing well in the light breeze which had now sprung up.

Of the small ones, Vanguard and Thought were about level at Thames Haven, and Fairlie and Ildegonda were sailing a close race, Fairlie leading; Oberon last.

The Vanguard led into Sea Reach by a quarter of a mile, and the little Alcyone had got by the Kriemhilda and taken second place. Then, after another gap, came Iona; then Banshee and Foxhound beam and beam, Fiona seventh, Norman 8th, Niobe 9th, Julia and Myosotis bringing up the rear.

The breeze was now getting up a little, and the spirits of the

spectators rose proportionately, and ideas of getting back in reasonable time began to be entertained.

Chapman's Head was reached a little before two, the small fry were found in close companionship as before, which continued all the way down.

The wind was now fresher and veering round to the north of west, and the large class began to close on the little ones, but never caught them ; and the tide not having much longer to run, two guns were fired just above Southend to give notice of bringing up, and the club steamer went ahead full speed, and anchored about two miles above the Nore light, and the vessels rounded as follows:—Thought 2h. 59m. 7s., Vampire 2h. 59m. 9s., Fairlie 2h. 59m. 27s., Ildegonda 3h. 1m. 17s., Oberon 3h. 1m. 31s., Kriemhilda 3h. 1m. 58s., Vanguard 3h. 2m. 56s., Alcyone 3h. 3m. 25s., Fiona 3h. 4m. 30s., Julia 3h. 5m. 35s., Iona 3h. 6m., Banshee 3h. 6m., Norman 3h. 6m. 27s., Myosotis 3h. 7m. 21s., Foxhound 3h. 7m. 35s., Niobe 3h. 9m. 29s.

The Thought and Vampire came round so close together that a slight foul unfortunately occurred, the only incident that tended to mar the pleasure of the day, and the Vampire immediately tacked to port, all the others keeping their reach to the northward, and working the Essex shore. Fiona rounded very smartly and cleverly, not losing an inch.

The wind was now very fresh, Kriemhilda, Myosotis, and others shifted balloon for jib-headed topsails, while some still indulged in the doubtful benefit of their ballooners.

Power soon began to tell in the stronger wind, and of course Kriemhilda soon disposed of the small ones ahead of her and assumed the lead ; Vanguard, Alcyone, and Fiona also working their way to the front, and a fine race ensued between these four, as really nothing else was ever in it.

They beat up the north shore, making a long leg and a short one, and nearing the Chapman, Vanguard, which had been holding a splendid wind, was evidently drawing on the big cutter, Fiona also keeping well up, and the little Alcyone sticking to her leaders in the most extraordinary manner.

The wind continuing to northern from near the Chapman's Head, they made a long reach right up, Vanguard drawing by Kriemhilda to windward, and looking like winning. They went free through the Lower Hope (setting jib-topsails), and no further change took place among the leaders, but evidently Colonel Topham had made up his mind not to be shaken off, and the yachts came in at Gravesend at the following times :—Vanguard 5h. 29m. 39s., Kriemhilda 5h. 31m. 38s., Fiona 5h. 32m. 42s., Alcyone 5h. 34m. 54s., Ione 5h. 37m. 58s., Julia

5h. 38m. 3s., Norman 5h. 39m. 27s., Foxhound 5h. 41m. 47s., Myosotis 5h. 43m. 47s., Banshee 5h. 44m. 32s., Niobe 5h. 44m. 35s., Thought 5h. 47m. 50s., Fairlie 5h. 50m. 23s., Vampire 5h. 51m. 52s., Ildegonda 5h. 52m. 8s.

Thus Alcyone took first prize by time, Vanguard second prize ; and in the third class Fairlie carried off first prize, while in the second class the counter protests of Thought and Vampire (which had been sailing all the afternoon with ensigns flying in the rigging) were referred to the sailing committee, and the prize withheld, the third vessel, the Oberon, having gone ashore somewhere near Southend. The other prizes were presented by the commodore, and the steamer returned to Blackwall at an early hour.

The Vanguard certainly sailed up to her reputation, while the new vessels must look for "better luck next time ;" but the Alcyone would seem to be improved. It is worthy of notice that the four leaders sailed so close that there was only a difference between them of three minutes in the run down, and about five-and-a-half minutes in coming in.

THE ROYAL THAMES YACHT CLUB

CUTTER match took place on Saturday, June the 1st, but from the almost total absence of wind during the greater part of the day, turned out a most tame and unsatisfactory affair. The club steamer, Prince of Wales, left London soon after half-past nine o'clock with a large party of members and friends, and on arriving at Gravesend the following fine fleet of vessels belonging to members of the club were found ready to start :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
906	Iona.....	cutter	63	J. Ashbury, Esq.	Ratsey
2416	Vanguard	cutter	60	W. P Miller, Esq.	Ratsey
1567	Norman	cutter	41	Maor W. Ewing	Hatcher
1538	Niobe	cutter	40	A. Heymann, Esq.	Hatcher
982	Kriemhilda	cutter	107	Count Batthyany	Ratsey
30	Alcyone	cutter	39	Lt. Col. Sir W. Topham	Hatcher
247	Christabel	cutter	54	Col. Gourley, M.P.	Aldous
1476	Myosotis	cutter	40	T. G. Freke, Esq.	Ratsey
607	Fiona	cutter	77	E. Boutcher, Esq.	Fife
SECOND CLASS.					
673	Foxhound	cutter	35	Marquis of Ailsa	Fife
2410	Vampire.....	cutter	20	T. Cuthbert, Esq.	Hatcher
742	Glance	cutter	35	J. R. Rushton, Esq.	Hatcher

The two 35-tonners being entered in the second class, and the Vampire the only one in the third, the two classes were put together to make up a race. The Julia and Muriel were also entered, but did not go.

The prizes were of the value of £100 for first prize in the first class, and £40 second prize (if four start), and for second class a prize value £50.

Course from Gravesend round the Mouse Light and back for first class, and round the Nore for second class.

The yachts were brought up in two groups. The smaller ones about a hundred yards below the others; but the Christabel and Vanguard had dragged, and were in close proximity to the second class. Some little delay was thus caused, and a tug towed them up; but Christabel was never able to bring up, and thus when the start was made was unable to cant, and drifted helplessly with the tide for some time, this causing her to be last in getting under way.

The third class were off at 11h. 43m., Glance running up spinnaker and taking the lead, followed by Vampire and Foxhound, the wind being very light from W.N.W.

The first class were despatched a few minutes before twelve, and the Norman canted first and got away, Alcyone very close, Vanguard, Kriemhilda and Iona following suit. Most of them carried balloon topsails, and some jib topsails, and they ran free down to the Ovens Buoy, when they came close to the wind on the port tack to luff into the Lower Hope, jib topsails disappearing at once, the wind coming more from the northward and freshening, the only breeze they were fated to catch for some hours. Here Vanguard, as usual, had worked her way to the front and led by a few lengths, Kriemhilda second, Alcyone third, Norman and Iona fourth and fifth, Myosotis sixth, Fiona seventh, Niobe and Christabel bringing up the rear.

In the lower part of the Hope the wind came more northerly, which favoured the Vanguard and Kriemhilda, these being the only ones that laid through without a tack, all the others making a board.

The Fiona and Iona, being more to the north shore, brought the light air down with them as it died away, and ran past the leaders into the front places, followed by the others, the Norman actually passing close to windward, and the big cutter close to leeward of the Vanguard at the same time near the Upper Blyth Buoy.

After dropping to almost a dead calm, a light air came out from the southward, and they all laid down Sea Reach on the starboard tack a little free, carrying spinnakers set as jibs, but this was almost the last

occasion on which the slightest interest could be got up in the proceedings, only a few light cats' paws (just enough to give steerage way) being the contribution of the elements to the day's enjoyment; but although cloudy, it luckily kept dry and fine overhead, which prevented the powers of endurance from being overtaxed. By this time *Alcyone* had crept into the first place, *Myosotis* second, and *Kriemhilda* third *Fiona* and *Norman* well up.

The steamer then ran down to the smaller class, and off *Chapman's Head* we found the *Foxhound* leading, *Glance* close up, and *Vampire* half-a-mile astern, but apparently well within her time. We may as well despatch them at once by saying that after a tedious affair, the *Glance* got by *Foxhound* close to windward near the *Nore* sand buoy, and rounded the steamer, which was brought up about a mile above the *Nore*, at 4h. 7m. 30s., followed by *Foxhound* at 4h. 10m. 25s. It was now almost a stark calm, and the flood beginning to make, and as what zephyrs there were chose to head the little *Vampire*, causing her to break off and make (or try to make) a board to southwards, a buoy was dropped in case she should achieve the seemingly hopeless task of getting round it (which she was unable to do, and eventually turned back), and the steamer went back to the large class.

These were found much in their former rank a little above the *Grain Spit*, off which the club steamer was again brought up, and the *Alcyone*, after laying almost motionless for a long time, sometimes even drifting back a little, succeeded in crawling round at 5h. 30m., followed by *Myosotis* at 5h. 34m. 15s., and *Kriemhilda* at 5h. 43m. 5s.

The next vessels, *Norman* and *Fiona*, succeeded in creeping on to the starboard quarter of the steamer (which of course was swinging up with the flood), and they laid there motionless, each dropping a kedge to save drifting on to the steamer, and at last *Norman* slipped round at 6h. 25m. The *Fiona*, after getting her kedge, laid off the head of the *Prince of Wales* for some time, and at last, by indomitable perseverance on the part of her owner and the phalanx of yachting talent on board her (worthy of a better reward), and with the help of a light air which sprung up from S.W., she succeeded in rounding at 6h. 48m. 5s., followed by *Iona* at 6h. 56m.

Some time before this, on looking up the *Reach*, the leading vessels were seen in the distance beating up with a nice breeze from the westward, and it began to be within the bounds of possibility for some of the yachts to get in at *Gravesend* before the prescribed limit of time, and the steamer now proceeded up the river at full speed, and on arriving in the *Lower Hope*, came up with the leaders, and found

Alcyone (as before) with a slight lead of Myosotis, and a very pretty race going on between them, the big cutter a couple of miles astern, and the others of course very wide apart. Of the second class, Foxhound had disposed of Glance, and established a lead of a mile.

The club steamer now went on to Gravesend and landed a portion of her freight, immediately getting under way again, and as she was leaving for London the first vessel, the Foxhound, came in at about 8h. 40m., the others being a long way down the Reach. Thus no decision was arrived at, and we understand that the whole matter will be considered by the sailing committee.

ROYAL LONDON YACHT CLUB MATCH.

THE first race of this club was sailed on Monday, June 3rd, under the able presidency of Rear-commodore Charlwood, and being highly favoured by a respectable breeze, resulted in a perfect success, forming a pleasant contrast to the drifting matches of the Friday and Saturday previous.

The club steamer, Albert Edward, left Blackwall punctually with a large party of members and friends, and on arriving at Erith found the following fleet of vessels brought up in two lines ; Gertrude, Myosotis, Foxhound, Niobe, Norman, Christabel, Foxhound being a few lengths above the rest.

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
726	Gertrude	yawl	65	Major Tharp	Wanhill
1476	Myosotis.....	cutter	39	T. G. Freke, Esq.	Ratsey
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
1538	Niobe	cutter	40	A. Heymann, Esq.	Hatcher
1567	Norman	cutter	40	Major W. Ewing	Hatcher
247	Christabel	cutter	51	Col. Gourley, M.P.	Aldous
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
135	Banshee	cutter	50	J. S. Abbott Dunbar, Esq.	
30	Alcyone	cutter	40	Lt. Col. Sir W. Topham	Hatcher
982	Kriemhilda	cutter	99	Count Batthyany	Ratsey
607	Fiona	cutter	77	E. Boucher, Esq.	Fife
906	Iona	cutter	60	J. Ashbury, Esq.	Ratsey

The course was from Erith round the Nore, and back to Rosherville, and the prizes were 100 guineas and 50 guineas in plate. Time allowance 30s. per ton up to 50 tons, and 20s. above.

They were started at 11h. 24m. with their heads down, on the last of

the flood, with a light breeze from the W.N.W. Iona ran up spinnaker and got off well, and Christabel to windward and Niobe to leeward, were also soon under way, but it was altogether a very even and beautiful start, the showers with which they gathered way against the tide prevented much toiling, except in the case of the Norman, which got foul of a buoy and was some time getting clear, which threw her all behind. Spinnakers were in universal request, and balloon topsails were carried by Myosotis, Foxhound, Gertrude, Banshee, Christabel, and Norman; the rest contented themselves with working over.

They were, of course, widely scattered across the river after starting, but all made for Crayfordness to cheat the last of the flood; and by this time the formidable Vanguard had drawn to the front, Kriemhilda second, Myosotis third, Alcyone, Iona, Christabel, close up, but so wide that it could not be decided which had the advantage.

In jibing off Purfleet, Christabel came to hopeless grief. Altho' very little wind, the topmast broke about the middle, and in its fall struck and broke the gaff, topsail and spinnaker going over the side, leaving her altogether out of the race.

The progress had hitherto been very slow, but halfway down Long Reach they began to move a little quicker, the adverse tide being spent. Entering St. Clement's the breeze came out stronger from the same quarter as at starting, and they ran merrily into Gravesend Reach; and off Tilbury Fort Myosotis had drawn out with the lead, Vanguard second, Kriemhilda (which had run by Alcyone to leeward in Northfleet Slopes) third, Alcyone fourth, Foxhound fifth, Iona sixth, Norman having recovered her bad start, seventh, Fiona eighth, Banshee, Gertrude, and Niobe bringing up the rear.

They felt the freshening wind as they luffed into the Lower Hope, and the Count's big one having disposed of, Myosotis drew on Vanguard, and after a struggle got by just below Mucking, and took the lead.

The wind was increasing, and off Lower Hope Point (at about 1h: 45m.) the yawl's topmast came down, which practically threw her out of the race; as although she carried on for a long time, she eventually luffed up and came back without rounding.

In the upper part of Sea Reach the wind was less felt as they got more before it, and spinnakers reappeared. Passing the Chapman, Kriemhilda still led, but was unable to shake off Vanguard, and half-a-mile astern of them came Myosotis, then Alcyone and Fiona, beam and beam, but wide apart; and as Fiona, Iona, and Banshee ran down well out in the middle of the river, while the leaders kept more in to the north shore, their order could hardly be decided,

The breeze was now fresh and true, and the first bit of sailing this year was witnessed, as they tore down past Southend to the Nore, the spinnakers (generally set as jibs) bellying and dragging the vessels along at a great rate.

Very little further change took place in the run down, except that just before rounding Fiona ran by to windward of Iona and took third place the leaders as before. Spinnakers were now taken in, and all made, snug for rounding, which was as follows:—Kriemhilda 2h. 57m. 20s.; Vanguard 2h. 59m. 15s.; Fiona 3h. 9m.; Iona 3h. 50m.; Myosotis 3h. 1m. 10s.; Alcyone 3h. 2m. 5s.; Banshee 3h. 2m. 20s.; Norman 3h. 2m. 35s.; Foxhound 3h. 3m. 20s.; Niobe 3h. 5m. 55s.

After rounding, all hauled their wind on the port tack for the Essex coast, there being upwards of two hours' ebb to beat against; but luckily the breeze held, and some beautiful sailing was witnessed. Soon after rounding the Vanguard weathered the big cutter, and Fiona drew on both, and they worked short boards as close as possible to the north shore (a long leg off and a short leg on), and a splendid race between the three ensued all the way up, with varying fortune. Vanguard led for some time, but long before Southend was reached Kriemhilda had weathered her in turn, Fiona close up, Myosotis, Alcyone, Norman following. Iona seemed to have a fancy for coming further out than the others, but lost ground thereby, and came in again astern of the Myosotis and Alcyone, who were sailing a fine race together, which eventuated in Sir William Topham's fine little vessel going by her antagonist near Chapman's Head and taking fourth place, and looking dangerous.

The struggle between the three leading vessels continued up Sea Reach, the Count leading, the Vanguard and Fiona close together as they crossed on different tacks. Indeed, some time they were too close, and at the Middle Blyth buoy were hampering each other, so that mutual protests were made; but as they came to nothing we may dismiss them.

Kriemhilda led right up, but no one supposed she had much chance of giving time enough to land even the second prize, the first seeming safe enough for Vanguard, when ultimately she took second place in the Lower Hope, which all reached through a little free, setting jib sails.

In the upper part of the Hope a heavy shower of rain came on, which seemed to beat down the wind, and the beat up Gravesend Reach was very tedious, but no change took place, and they arrived at Rosherville as follows:—Kriemhilda 7h. 5m. 15s.; Vanguard 7h. 12m.; Fiona

7h. 12m. 40s.; Alcyone 7h. 29m. 40s.; Foxhound 7h. 32m. 35s.; Morman 7h. 34m. 40s.; Iona 7h. 36m. 4s.

Vanguard thus took first prize by time, what had been a foregone conclusion for a long time, but it was found that Kriemhilda took the second prize by five seconds only, and great pleasure was manifested at her noble owner's thus reaping some reward for the plucky manner in which he had entered and sailed his big vessel in so cramped a course as the River Thames.

Vanguard fully sustained her old renown, and the Kriemhilda is evidently possessed of great speed, and we may expect to see her do something great in the ocean matches. The steamer returned to Blackwall in good time, all on board delighted with the day's proceedings.

JUNIOR THAMES YACHT CLUB MATCH.

THE first match of the season of this promising club took place on May 30th, the first prize of a ten guinea cup being given by W. W. Limbert, Esq., the Commodore, for yachts above 7 and not exceeding 15 tons, with a binocular glass for second; while for yachts not above 7 tons a dingy was presented by J. Fradgley, the vice-commodore, a binocular glass being added for second. A lovely morning gave to the Thames off Greenhithe, where the yachts engaged were lying, an aspect always dear to the yachtsman's heart, though there was scarcely so much wind astir as could be desired for fast sailing. A considerable party of ladies and gentlemen, invited by the club, met on board the Merlin steamer, where Mr. J. A. Sparvel-Bayly, the hon. secretary of the club, with the commodore and vice-commodore, were present to receive them. The course was from Greenhithe round the East Blyth Buoy and back to Greenhithe, a distance of about thirty-two miles. A slight breeze from the west just rippled the surface of the river, but more than once in the course of the race the canvas of the yachts hung almost listless, leaving the vessels to drift as nearly as possible becalmed. In the first-class, with a time allowance of one minute per ton, there came up to the start at 11h. 55m.—Bessie, cutter, 9½ tons, H. Hewitt, Esq.; Ariel, yawl, 12 tons, Russel and Tilden, Esqrs.; Ripple, cutter, 9 tons, W. P. Davis, Esq.; Ocean Pearl, cutter, 14 tons, Captain J. G. Lyne; Violet, cutter, 13 tons, H. G. Kunhardt, Esq.; Nelly, cutter, 9 tons, E. Cameron, Esq.

For the second class there were:—Ada, cutter, 3 tons, W. Burrowes, Esq.; Sea Mew, cutter, 7 tons, W. H. Williams, Esq.; Lily, cutter, 4 tons, R. Pim, Esq.; Atalanta, lugger, 4 tons, A. E. Venn, Esq.; Marguerite, cutter, 6½ tons, C. Eltham, Esq.; Brisk, cutter, 6 tons, L. G. Moore, Esq.; Cupid, 2½ tons, cutter, Messrs. Laing and Bradley.

Mr. Bayley's Arrow, 5½ tons, was entered, but some of the other boats being

short handed, Mr. Bayley very kindly gave up his men and his chance in the race, which, with his fleet little yacht, was a decidedly good one. Starting the second-class first, five minutes' grace was allowed to these small ones before the larger yachts were sent away. Brisk went ahead, with Sea Mew second, Ada third, Atalanta fourth, Marguerite fifth, and Lily next, leaving Cupid, who was easily outpaced, some distance in the rear. They continued well together, and without material change of position, as far as Northfleet, where Lily, catching a bit of a breeze which followed a temporary calm, rushed up to the front. By this time the first-class yachts, headed by Bessie and Marguerite, with Ocean Pearl next and Violet following, came up with the smaller craft, and over the rest of the course the race was general. Gravesend was passed in about forty minutes, Bessie still leading, with Marguerite second and Ocean Pearl next, the others clustering up very prettily. On their way over the long reaches of the Thames down to Blythe Buoy, the Bessie got fully two hundred yards ahead of the Marguerite, while the rest, headed by the Ripple, became considerably scattered. The buoy rounded in the following order:—Bessie 2h. 43m. 30s., Ripple 2h. 50m. 10s., Nelly 2h. 51m. 5s., Marguerite 2h. 51m. 20s., Ocean Pearl 2h. 52m. 5s., Brisk 2h. 54m., Sea Mew 2h. 55m. 25s., Atalanta 2h. 58m. 5s., Violet 2h. 58m. 25s., Lily 3h. 5s., Ariel 3h. 5m. 30s., Ada 3h. 10m. 45s. Much the same order was observed so far as the leading yachts were concerned, Bessie, Ripple, and Nellie soon placing an almost hopeless distance between themselves and the other yachts. Cupid put about before reaching the buoy, and did not go the whole course.

Finish.—Bessie 5h. 45m., Ripple 5h. 46m. 7s., Nelly 5h. 59m. 30s., Brisk 6h. 9m., Sea Mew 6h. 18m., Ocean Pearl 6h. 19m. 30s., Violet 6h. 26m. 40s., Lily 6h. 24m., Marguerite 6h. 27m. 40s.

Mr. H. Hewitt accordingly won the prize in the first class; Mr. W. P. Davis's Ripple second. Mr. L. G. Moore, with Brisk, won the second-class prize; Mr. W. H. Williams, in Sea Mew, second. The pier at Greenhithe was thronged as the yachts came up to finish; and as the Bessie passed the flag the boys on the training ship Chichester manned the yards, and gave a hearty cheer. Later in the evening the members of the Club dined together at the White Hart Hotel.

CHESHIRE YACHT CLUB MATCH.

THIS club commenced its fourth season on Saturday, May 25, under most propitious circumstances. A number of the members who are not yacht owners presented a silver-gilt claret jug, value £25, to be competed for by yachts not exceeding ten tons, with cups of £10, and £5 for the second and third boats; the competing yachts to belong to, and steered by members of the club; only two paid hands allowed, and not more than six hands all told. Time allowance one minute per ton; course from New Brighton

down the Crosby Channel, round the Formby Lightship, and back to a flagship moored off the New Brighton landing stage.

The following eleven yachts were entered :—Naiad, 20 tons, T. A. R. Littledale, Esq. ; Mystic, 10 tons, T. H. Ismay, Esq. ; Coral, 10 tons, H. L. Bower, Esq. ; Pastime, 10 tons, J. St. Clayre Byrne, Esq. ; Kate, 5 tons, X.Y.Z ; Elaine, 10 tons, J. Leitch, Esq. ; Mabel, 10 tons, W. S. Kelly, Esq. ; Wonderful, 10 tons, W. Wall, Esq. ; Cloud, 10 tons, J. R. Bulley, Esq. ; Adile, 5 tons, J. M. H. Taylor, Esq. ; Glance, 8 tons, W. B. Forwood, Esq.

The match excited much interest, in consequence of no less than six of the yachts entered being entirely new vessels, and considerable disappointment was felt when it was found that two of them, the Mystic and the Cloud, were absentees, the former having only left Southampton on the morning of the race, and the Cloud, which arrived from the Clyde shortly before the time appointed for starting, being unprepared to take up her station. The Kate did not start, and as the rules of the club do not recognise anonymous entries, she would appear to have been disqualified.

The steamer Sprite was engaged to accompany the race, and her decks were crowded with members and their friends, a large proportion of the company being ladies, who seemed to take great interest in the proceedings in spite of the chilly and strong north-westerly breeze, which was sufficient to cool the ardour of the most enthusiastic.

The start took place at 4h. 9m., the whole fleet getting off well together, the Mabel perhaps having a slight advantage, whilst the Naiad, with topmast housed and a reef in her mainsail, though having the windward berth, was the last.

The Pastime, under whole mainsail and with topmast on end, hove about on the port tack shortly after the start, when she was met by the Elaine on the starboard tack, and a foul seemed imminent had not the helm of the latter been smartly put up.

When the yachts had fairly settled down to their work the Pastime was observed to have the lead in about mid-channel, followed closely by Elaine and Coral ; Mabel, which did not appear to hold so good a wind as the others, falling away to leeward, Naiad astern, but well to windward, under the Burbo Bank. Wonderful did not go so well as usual, and lost considerably whilst shaking out the reef in her mainsail, with which she had started.

Off Askew Spit there was rather more sea, which did not seem to suit the Pastime at all ; and Elaine, much more lively, slowly but surely overhauled her, and, ranging up on her weather quarter, passed her to windward, but only in turn to have to yield the leading position to the Naiad, who, having run through the lee of both, went about on the starboard tack and forced the Elaine to give way for her. So evenly, however, were the two vessels sailing, that when they met again on opposite tacks the Naiad had to give way. This continued for several tacks, each yacht having in turn to give way for the other, until at last the Elaine in going about was rather slow to pay off, and the Naiad acquired a slight but undisputed lead.

Meanwhile the Pastime, having taken in a jib-headed topsail which should never have been set, was having a hard fight with Coral for third place.

When the Naiad tacked for the Formby Lightship, it seemed doubtful if she would fetch it, but, as there was still a strong ebb tide running, she managed to screw round at 5h. 18m. 50s., with Elaine ten seconds behind at 5h. 19m. Pastime attempted to stay round the Lightship, but appeared to hang in stays, and, losing headway, drifted away with the tide. Coral in the meantime slipped round, at 5h. 19m. 25s., followed by the Wonderful, at 5h. 23m., and Mabel at 5h. 25m.

After rounding the lightship, the Naiad, having previously got her topmast on end, shook the reef out of her mainsail, and was very smart in setting her spinnaker; but, unfortunately, in the first instance, upside down. Elaine set a splendid topsail and spinnaker, the latter perhaps rather too large to be used with safety on all occasions; and if the Naiad had not had her fast under her lee there is little doubt she would have taken the lead. As it was, the race was intensely exciting, the two vessels running as it were, neck and neck. Now and again the Naiad's spinnaker boom would fly up parallel with the mast, and Elaine would make a rush to get through her lee, but only to drop astern again as soon as she came under the shadow of her opponent's immense cloud of canvas.

A short distance astern a similar struggle was going on between the Coral and the Pastime, the Wonderful in close attendance, and gaining a little on the run.

After rounding the Askew Spit buoy the yachts had to haul their wind a little, and balloon jibs began to do their share of the work as well as the spinnakers. The relative position of the leading vessels, however, was not altered, and the race finished as follows:—Naiad 6h. 50m. 10s., Elaine 6h. 50m. 15s., Coral 6h. 53m. 15s., Pastime 6h. 53m. 20s., Wonderful 6h. 54m. 40s., Mabel 6h. 58m. 15s. The others were not timed. The Naiad was sailed by her late owner, Alexander Richardson, Esq., the popular Vice-Commodore of the club, with his own amateur crew.

Elaine has been recently constructed by Dickinson, of Birkenhead, for the Rear-Commodore, G. Leitch, Esq., and somewhat resembles his other vessel the Brenda, with which he was very successful last season. The Coral made her first appearance on the Mersey at the close of last season, and with cruising sticks in her, won the only race for which she was entered, beating the Naiad, Brenda, and Wonderful. Her owner has had her fitted with an entirely new set of spars of much larger dimensions, and a suit of canvas to match, and she will, doubtless, be able to give a good account of herself at the end of the season.

The Pastime is a new boat, built by Dickinson, from the designs of her owner. She is similar to the Naiad (also designed by Mr. Byrne), having a length from stem to sternpost of five times her beam, but with more displacement, and a higher freeboard.

The Wonderful is a metamorphosed fishing boat—a short, shallow, bluff-

bowed, clumsy-looking craft, and very unlike her competitors; but she is undoubtedly fast, and her past performances have proved her to be a dangerous antagonist for the best yachts of her tonnage that the most talented modern designers can produce.

The *Mabel* is a powerful-looking composite boat, built by her owner from his own designs.

The *Glance* came with a great reputation from the Bristol Channel, and, as this was her first appearance in the waters of the Mersey, she may probably do better on a future occasion.

The *Adile*, a new boat, built by Dickinson, sailed remarkably well throughout the race, but was altogether out-classed in such a breeze as that of Saturday last.

The ladies on board the steamer were so much pleased with the race, that they have purchased a cup of the value of £30, to be presented to the club, to be sailed for on Saturday, the 8th of June, in addition to the ordinary club prize for 10-ton yachts appointed to be sailed for on that day.

Editor's Locker.

INTERCOMMUNICATION, ETC.

"Science is but experience reduced to rule."

Fishbourne's Lectures on Naval Architecture.

SIR.—The last numbers of your Magazine contain letters on a subject suggested by me and inserted by you in your January number (1871)—viz., "The advisability of collecting and classifying past experience in order to make it tell on the designing of new yachts."

Your correspondent, "C. E. S.," in two articles (March and April, 1872) patly headed "Intercommunication," so concisely sets forth the main bearings of the question, that I ought perhaps to let it rest in his able hands; but being desirous to acknowledge the extreme courtesy of "C. E. S." towards me, I should be glad to clear myself of the charge of exaggerating English virtues. "Let 'H. H.,' " says he, "then no longer use the flattering voice of commendation, but stimulate him. . . . I think he may venture to remind the true Briton that his production in naval architecture in the good old times of which he is so proud, were monstrosities. . . . His estimate of the English character is too high it seems." With all deference to "C. E. S.," I do not think I lie open to the charge of making too much of the good points of Englishmen whom respect forbids me to flatter; but I might have stated without an afterthought, that Englishmen often lack logical method in their scientific researches.

A science is an aggregate of truths tending to one object, and forming a harmonious whole. Just as clear and rightly focussed telescope-glasses

discover a searched for object, so the component facts of a science, when clearly defined and *logically arranged*, lead the unconscious mind to the knowledge of new facts and new laws. A book teeming with useful and interesting facts will be wearisome if those facts be ill-expressed and unsequentially put together.

Let us see whether it be possible to apply logical induction to ship-building experiments. And first, how does the problem stand before us?

Three things are to be considered in a yacht—the shape, the ballast, the sails. The success of a vessel will depend on the combination of those three conditions. It strikes me at first that it will be enough to make numerous experiments on a yacht—say, 40 feet long, and when the maximum speed for such a yacht has been obtained, to apply her conditions of shape, ballast, and sails to other yachts proportionately to their sizes. Unfortunately, this will not do; for ships representing volumes and sails areas, there can be no fixed arithmetical ratio between ships and sails. Take, for instance, a ship cut like a cigar-box. Suppose she be 9 feet long, 3 feet beam, and 2 feet draught, and have a sail 3 feet broad by 3 feet high, such a vessel would measure $9 \times 3 \times 2$, or 54 feet cube, whereas her sail would measure 3×3 , or 9 feet square of canvas. In this case the ratio between sail area and vessel bulk is as 9 to 54; in other words, 1 foot square of canvas would move a weight of 6 feet cube of water. If we double the size of the ship she will then be twice as long, twice as broad, and have twice as much draught; thus, she will measure $18 \times 6 \times 4$, or 432 feet cube. If we also double the size of the sail it will measure 6 feet both ways, or 36 feet square. In this case the ratio between sail area and vessel bulk, or between sail force and vessel weight, is as 36 to 432, or 1 to 12, whereas, in the former case, it was as 1 to 6. In other words, by doubling throughout all linear dimensions we get relatively half less motive power. This principle is the corner-stone of naval architecture, a principle which ought to be constantly brought forward for the instruction of those who know it not, of those who ought to know it, and for those who too frequently forget it.

As the structural conditions of ships vary as their sizes, a new problem meets the ship-builder for each new size. To thread this maze, let us bear in mind that a ship's stability varies as the cube of her mean width, so that the larger the yacht the greater her stability, or, rather, the easier will it be to give her stability; whereas, the smaller the yacht the greater relatively must be her mean width—in other words, the greater must be her relative stability.

Stability is the constant force tending to keep a ship's deck parallel to the sea-level in opposition to the waves and winds which tend to make a ship's deck out of that parallelism. Stability is the result both of the shape of a ship's hull and of the amount and position of her ballast. When a ship inclines to one side under press of sail or press of wave, she is righted by an opposing force. This force may easily be practically tested by placing an empty pail on water and trying to press it down. Ballast acts in

favour of stability in combination with form, inasmuch as being placed below the waterline, when the bilge immerses itself on one side, the ballast rises on the other, attempts to take up a position which approaches the horizontal, and acts like a lever, whose effect is to bring back the ship as far as possible to a vertical position. We can judge of the resisting force of ballast by putting a weight at the end of a cane and trying to hold it horizontally. The heavier the weight is, and the longer the cane, the more it will have a tendency to assume a vertical position. Hence, we conclude that the smaller the yacht the more carefully must her stability be improved by giving her a greater relative mean width, since her small depth curtails the use of ballast.

Now, suppose that after many trials and sedulous experiments we find that in order to insure maximum stability to a boat 20 feet long (without injury to her speed), she should have—say, 10 feet beam and half a ton ballast, well, we can note that as an important datum.

Now, suppose we wish to find the best conditions of stability for a boat 30 feet long; knowing, then, that the larger the boat the more ballast room we have, we shall therefore be able to give this 30-foot boat more ballast at a lower depth below the water-line and less relative mean width.

Suppose, again, that after repeated trials the most stability-giving width for a boat 30 feet long proves to be two-fifths of the length, and the ballast required twice that of the 20-foot boat; that will be a second datum. Suppose the same experiment be made for a boat 40 feet long, and that an increasing ratio be found for the ballast and a decreasing for the width, that will be a third datum.

Those three data will not only be of use for boats 20, 30, and 40 feet long, but they may analogically lead to induce the law of varying ratios for boats of any lengths.

I am well aware that the experiments I suggest will be less easy and conclusive than they may at first seem. I am aware that were they easy and conclusive, the problem would perhaps remain unsolved; but I am simply desirous of pointing out the way and the means of setting to work. Thus shall we succeed to clear the problem of mists, and to reduce the number of its unknowns.

I have not yet alluded either to the shape of a ship or to her sails, because I do not intend entering on the question largely, but I may perhaps be allowed to point out ballast experiments which methinks have hitherto been untried, and which might lead to useful results. Every yachtsman knows that if the ballast of a ship be too afore or too astern, it will tend to impede the speed. Now, to find out the right place for the ballast, have your yacht towed in calm weather by a steam-tug; fasten the tug to a dynamometer, place on the yacht's deck a lot of men with heavy weights in their hands, make them proceed in serried array from stern to fore, and when the dynamometer shall register the minimum of tension, the spot then occupied by the men will be the most favourable for ballasting. I do not pretend that such experiments are not of a very delicate nature; but still,

it seems, one would more quickly reach a plausible result than by the costly guess-work which makes yachtsmen change and change again their ballast without having any main datum to lead their experiments in the right direction.

I have just pointed out a few experiments for the future. Let us see whether we could not turn to account past experiments. England boasts of at least 1,200 yachtsmen; most of them may be theoretically weak, but amongst them there are very many acute observers. Let them frankly tell us what they know. Let them even bear in mind that a carefully observed fact is of undoubted scientific value, that "Science is but experience reduced to rule." We can all of us bring a something to the work we have to heart. The polyp that builds a microscopic cell and dies, does something towards rearing up coral continents from the bottom of the ocean. A stone picked up by an ignoramus on a mountain, may prove a fountain of light to the "savant" who handles it. The grand glacier theory established by such first-class professors as Charpentier, Agassiz, Forbes, Desor, &c. originated from a fact noticed by a peasant, and reported by him to Professor Charpentier. Aye more; a false idea doggedly followed up may often discover truth. Christopher Columbus wishing to find out a new route to India was stopped by America. Alchemy, or the search for the philosopher's stone, which certainly was the most chimerical of chimæras, led to the discovery of chemistry, one of the most useful and least chimerical of sciences.

Let us, then, set to. "*Improbis labor omnia vincit.*" Let the 1,200 yachtsmen members of thirty-one British clubs form a central club, composed of delegates of their own choosing. The central club would collect yachting experiences and give an organised impulse to yachting experiments.

In a former letter I pointed out the way. "C. E. S." seems to think it judicious, for he quotes me *verbatim*. I shall beg leave to back both "C. E. S." and myself by citing Michel Chevalier—"Let us look to association so pliable and so fruitful in the hope that each coadjutor will bring with him earnestness, honesty, and activity." ("Journal des Débats. 9 Aviel, 1872. De l'harmonie du monde moral et politique.")

Pray excuse me, Mr. Editor, if I have trespassed too far on your hospitality. "C. E. S." has certainly exaggerated the merits of my former letter, but has done mere justice to my honesty of purpose. By taking "C. E. S.'s" hint, and laying my views more fully before you, I wished to have an opportunity therein to express my sense of his kind criticism. "C. E. S.," "A Sky Blue with a Black Cross," "Beacon," "Red with Maltese Cross," and others take the right lead, and as they point the road, I am anxious to follow suit. "*Laboremus?*"

Believe me, Mr. Editor, yours very truly,

H. H.

ON MEASUREMENT OF YACHTS.

Geneva, May 7th, 1872.

SIR.—Professor Daniel Colladon, of Geneva, has pointed out to me a very simple means of discovering the displacement of a yacht without the necessity of measuring her dimensions.

It is sufficient for the purpose to have a dry dock in which a scale is placed, graduated exactly according to the volume of water contained, and the different heights of the level. We place the yacht in the dry dock at high water and shut the gates, which must be made thoroughly watertight, a very easy thing to accomplish in the present advanced state of practical mechanics.

After having noted the height of the tide, nothing remains but to measure the water contained in the dock surrounding the yacht, in order to arrive at, by subtraction, the exact volume that the yacht displaces. There are many means of measuring this volume of water which will readily suggest themselves. One of the most ready would be to have another rectangular bason at a lower level, and to turn the water, which is in the dry dock, into it. If this means cannot be employed either partially or completely, a steam-engine of a few horse power will readily empty the water out of the dry dock, and a rectangular vessel, if filled several times successively, may serve to measure with exactitude the volume we desire to ascertain, and this, too, in a few hours and with a very trifling expenditure of coals. Thus, by means of a practical experiment, we are enabled to solve with exactness a question which is highly important as regards the advancement of the art of constructing vessels.

If, for instance, at the moment when the yacht was shut up in the dry dock, the graduated scale indicated a level answering to 500 cubic yards, and if we were obliged to pump out 419 cubic yards to leave the yacht dry, the volume of water displaced by the yacht would be 81 cubic yards. Then, as we know that a cubic yard of salt water answers as nearly as possible to 0.763 of a ton, we should have the weight of the yacht equal to $81 \times 0.763 = 61\frac{1}{2}$ tons of 2,240lbs.

A dock of very small dimensions would suffice to measure the displacement of yachts of 30, 40, or 50 tons, and we should soon find out by practice the most convenient means of readily applying this method to yachts of large dimensions.

I am, Sir, yours, &c.,

H. H.

P.S.—In 1844, Professor Colladon made experiments at the Royal Woolwich Dockyard at the expense of the Admiralty, upon the effective motive power of steamboats up to 1,000-horse power by means of an apparatus of his own invention, which had been purchased by the English Government. By means of this apparatus and the process of the Professor of Geneva, the resistance that a paddle steamboat experiences in calm weather on the part of salt water at different degrees of speed and at a greater or less draught of water, can be known with the greatest exactness.

It is also Monsieur Colladon who first entertained the idea of applying the motive force of compressed air to piercing the Mount Cenis Tunnel, and many processes of his inventions have been employed in the works of that tunnel.

May, 20th, 1872.

SIR.—I have heard through your correspondent, "C. E. S.," that you propose to establish an "Editor's Locker" in your *Magazine* for the reception of all kinds of matters of interest connected with yachting. I think the idea an exceedingly good one, and trust it will tend to promote the spirit of "Intercommunication" which "C. E. S." so ably advocates in your late numbers. An exchange of opinions (either of agreement or difference) would often thus take place between men who might not have the special genius to write a telling article in the *Magazine*, and who, nevertheless, understood their subject, and whilst discussing a question or seeking for information on a point, might often give a valuable hint to a reader.

I think the most important question of the day in connection with yachting is tonnage measurement as requiring a thorough reform above all others. I am glad to find many agree with me in thinking that the only true basis of comparison between competing vessels in a sailing match is the relative size of the rectangular solid circumscribing each yacht. This figure, according to my notion, should include the vessel's *extreme* dimensions in each of the three points of length, breadth, and depth; in other words, the tonnage should be calculated by the contents of the rectangular block from which the complete model could be formed, and the constructor would thus be left at liberty to produce the best possible form without being crippled by tonnage rules in any direction.

I know there are many differences of opinion in matters of detail amongst those who desire to see the introduction of a system based on these principles. Some would prefer the extreme draft to be taken for depth, and some would measure the length on the load water line; but I would rather take the extreme measurement in all directions, for the reasons already given.

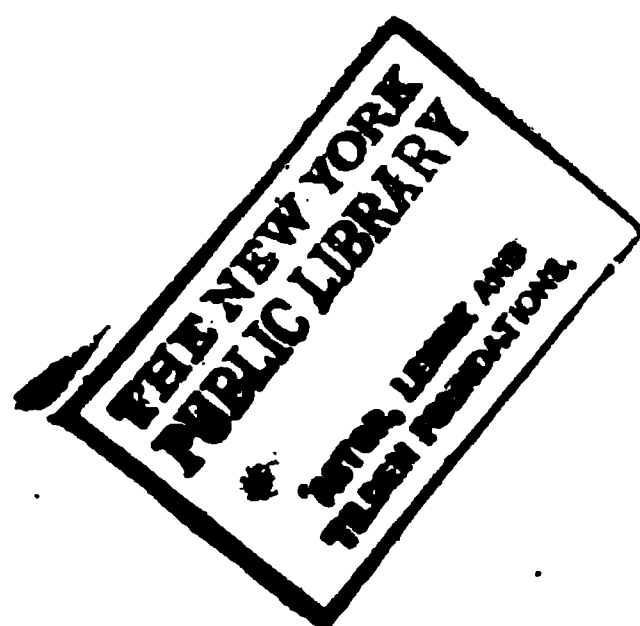
With regard to this plan of measurement, if an approximation be desired to the present expression of size by tonnage, it would be quite easy to apply a uniform division to the contents of the circumscribing solid—say 250, which would give a quotient that might be considered a fair estimate in tons of the vessel's size. Take, for instance, the *Kriemhilda*, as drawn in your last number. I find the extreme dimensions—say 90ft. 8in. \times 17ft. 4in. \times 16ft. 8in. to give a solid of about 26,175 cubic feet. Divide this by 250, and the result 104, is about her tonnage by present accepted rules. In the case of centre-board yachts, the immersed area of centre-board might be considered by adding to the depth such figure as would produce that area when multiplied by the total length; for instance, if a yacht's circumscribing solid measures 40ft. \times 10ft. \times 6ft., and the centre-board gives 40 square feet below keel, the depth would be taken as 7 feet instead of 6 feet. I think some such arrangement would go far to put British and American yachts on even terms, and lead to really good international racing.

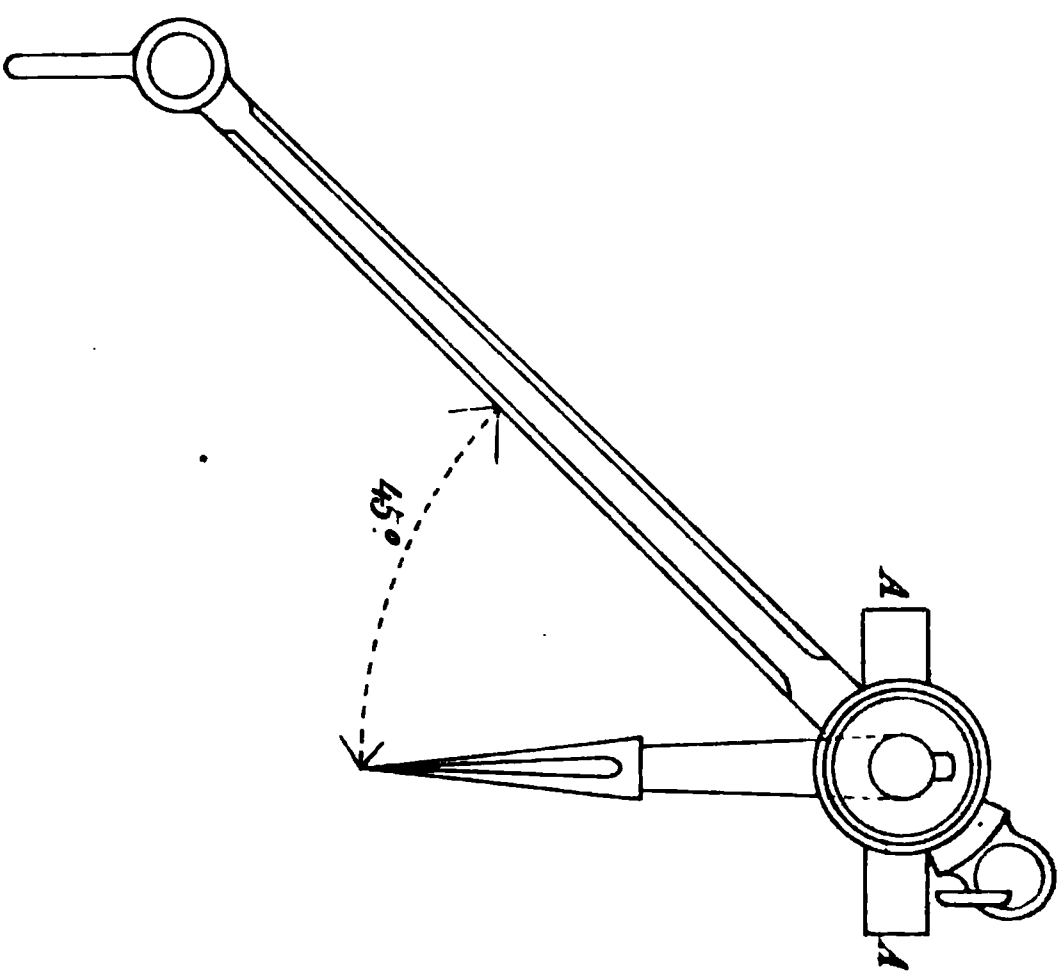
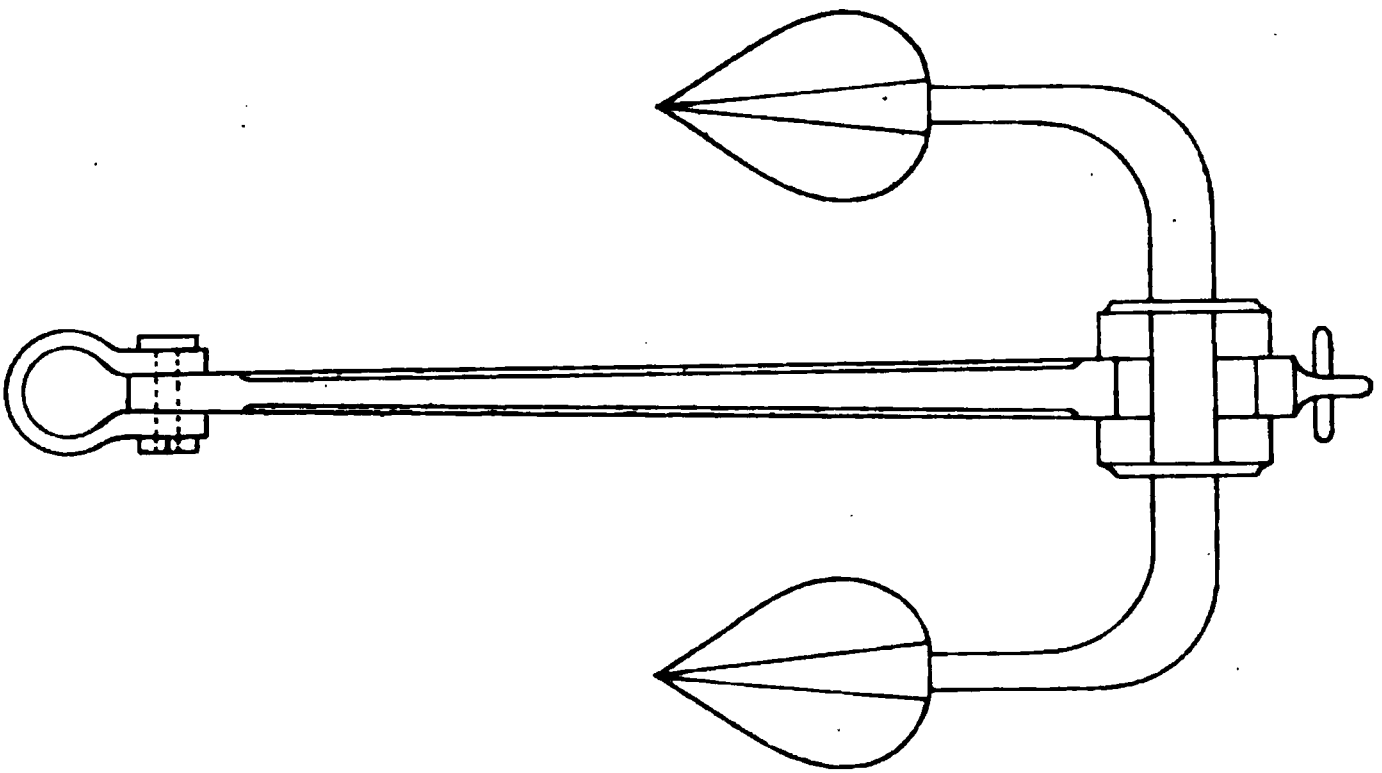
I do not profess to write anything new, but perhaps a few lines from a fresh hand may help to promote the true yachting interest so much wanted at present, and so earnestly desired by some of your contributors, who wish to encourage a spirit of true progress and scientific enquiry in these matters.

PLATYPUS.

BRIGHTON SAILING CLUB.

THE first of the club series of races took place on Friday evening, the 17th May. The issue was waited for with great interest as exemplifying the working of the system of time allowance adopted by the club, and which may be tersely described as based on the time classed by contest with a differential allowance on a sliding scale for the dimensions of the boats, that dimension being arrived at by adding the beam to the length. Competitors—Coralie, Mr. Gates; Isabel, Messrs. Scott and Rutter; The Black Joke, Mr. Dixey; Minstrel, Mr. Jenner; Aline, Mr. Willard; Foam, Mr. W. J. Smith. The whole of the boats except the Coralie, a deep-keel boat, were of that type so successfully adopted on our beach, and fitted with iron centre-boards, going easily and stiff in a sea-way, they are weatherly and easily got up and down the beach (the latter a great fact on our beach). A flying start was effected, each boat's time being taken. Wind and heavy squalls from N.E. by E.; triangular course, distance computed 11 miles. Double-reefed mainsails and spit-fire jibs was the prevailing order of canvas. The Foam, followed by Isabel, Minstrel, Coralie, Aline, and Homer drove to leeward Spot-boat one and a half miles south of West Pier. Isabel and Minstrel rounding first and second, and hauling their wind, followed by the others, commenced a dead beat back, being hard put too at times in heavy puffs to keep their gunwales out of the water. Rounding the starting-boat again, the competing crafts continued the beat to the East Spot-boat, half a mile off the Old Pier. The Isabel going at a tremendous pace, but closely hunted by Minstrel, Coralie and Homer falling astern rapidly, while the small craft, beautifully sailed in the heavy squalls, were keeping well up to their time allowance. In the run back from the east spot-boat, the Minstrel gained on the Isabel, the little Foam having third place. The first round was completed as follows:—Isabel 34m. 20s., Minstrel, 36m. 45s., Foam 43m. 10s., Coralie 44m. 59s., Aline 43m. 10s. The same order was maintained on the second round, the Minstrel evidently improving her position with the Isabel. The Foam shipped two heavy seas; the Coralie and Aline passed her, the Aline giving her larger opponent a rear beating. The Homer, nearly on her beam ends, having hauled down her racing flag. In the final run home from the east spot-boat, the Isabel unfortunately, in rounding, was headed by a puff, and thus brought into collision with the spot-boat; thus losing her apparent claim to the first prize; but the Minstrel, literally flying before the now strong wind, saved her time on the Isabel by 40 seconds, the race being completed as follows:—Isabel





1h. 9m. 55s., Minstrel 1h. 12m. 20s. (Winner), Coralie 1h. 22m. 24s. (3rd), Aline 1h. 27m. 25s. (2nd), Foam 1h. 30m. 30s.

The whole of the boats were steered and principally manned by members of the club. The Hon. Sec., Mr. W. R. Wood, Jun., steering the Minstrel in most plucky and seamanlike manner. The Black Joke, a very powerful 19 feet by 7 feet 4 inches, centre-board boat, could not be finished in time for this race. Dr. Fuller, in his steam yacht, and Captain Hill in his steam yacht Cicada, were at the station.

ON YACHTS' ANCHORS.

May 22nd, 1872.

SIR.—I take the liberty of sending you by post a model and pattern of an anchor in iron, weighing from 5lb. to 6lb. of a system which is not new, for I have used it myself about five-and-twenty years. I have had these anchors of the weight of 20, 30, 40, and 65lb. on yachts of 2, 4, 10, and 18 tons; but I believe it is unknown in England. The design enclosed will give you some idea; but in seeing the anchor itself you will understand that it does not want the ace (anchor stock), because it falls always in a good position, the part A making hold fast the pattees (flukes) at the least tension of the cable seen from the chain, and as there are two pattees (flukes) it holds very well. The merit of this system is, that it abolishes the stock, which is the most troublesome *impedimentum*.

I am, Sir, yours, &c.,

H. H.

[We beg to thank "H. H." for his letters, and also for the plates accompanying this, which he has kindly presented to us. The model alluded to can be seen at our office in a few days.—ED.]

ROYAL ULSTER YACHT CLUB MATCH.

On Saturday, June 1st, the first race of the season in connection with this club was sailed. Yachts 10 tons and under, belonging to members of the club, only were allowed to enter for the prize—no restriction as to the number of hands on board, provided they were all members of a recognised yacht club. The first prize, value £5, and a locket for the steersman; the second prize, if three or more yachts started, a locket for the steersman. Cultra was chosen as the place for the start to be made, so as to give the members who live there and at Holywood an opportunity of witnessing one at least of the matches to be sailed in our Lough. A fishing smack was anchored off the quay as flagship, the yachts in starting to pass between her and a flag-boat anchored about a cable's length seaward. The Rear-Commodore (David Fulton, Esq.), was present to see that the race was run in accordance with the rules and regulations of the club. At 11h. 30m., the usual red flag was hoisted on the flagship to warn the racing men that they had half-an-

hour to get everything "ship-shape and Bristol fashion," so that there might be no hitch when the real business of the day commenced.

The following yachts were entered—Boreas, cut., 10 tons, Thomas Workman, Esq.; Flirt, cut., 7 tons, John Currell, Esq.; Amba, cut., 9 tons, C. C. Connor, Esq. The Boreas looked quite out of her usual trim, being down by the stern, with her bowsprit sticking up in the air; but we suppose her owner is anxious to try her in all ways so as to make an improvement in the speed of last year. The little Flirt looked in good order and very stiff under canvas, and the Amba would, we think, have been the better of a little more ballast, as she lay down in the squalls until the greater part of her weather side was visible. Besides the racers a number of other yachts arrived off Cultra to see the start and accompany the race round the course. Among them were noticed the Quickstep, carrying the Rear-Commodore's "swallow-tail," the Lelia, Ripple, Lizzie, Venture, Whisper, Veta, &c. The wind was light until near 12 o'clock, when a fine whole-sail breeze sprang up from the S.W., but, unfortunately, soon followed by heavy rain, which fell during the remainder of the day, greatly to the discomfort of those assembled to see the sport.

Five minutes before 12 o'clock the first gun was fired for the yachts to take their places for the start, which was to be a flying one—that is, under-way. At 12 the second gun was fired. The Flirt had calculated her time well, and crossed the starting-line almost immediately after the firing of the gun, closely followed by the Boreas, a little to leeward off her. The Amba did not do so well, being nearly two minutes behind time. The course was from Cultra round the Oyster Bank Buoy, Carrick Bank buoy, breakwater at Greypoint, thence to Cultra, and back to the breakwater, again returning to Cultra, where the race was to finish as the yachts passed between the flagship and the flagboat. It was a close haul to the Oyster Bank buoy. The Flirt and Amba held their wind famously, and fetched round without taking a tack, which the Boreas had to do before she could weather it. On the way up the Amba and Boreas had square-headed top-sails set, whilst the Flirt was satisfied with the three lower sails only. The buoy was rounded by the Flirt first, then the Amba, and lastly the Boreas. As soon as they got round they gybed, and the Amba, with the swing her mainsail gave her in doing so, luffed up right across the bows of the Boreas, but fortunately not being close enough to her to involve the risk of a collision. As the Amba was thus engaged, the Boreas passed her, and set to work at her spinnaker in order to catch up on the Flirt, now running fast to Carrick buoy with her topsail and spinnaker both set. As soon as the Amba got on her course again she set her spinnaker boom, but, as far as we could see, did not set any sail upon it. Either from the thickness of the weather, or from some other cause, all the yachts kept far too much to the southward of the buoy, and not until very near to it did the Flirt alter her course so as to pass it on her starboard hand, as she was required to do. The others, seeing this, altered their course also. The Carrick buoy was rounded in the following order—Flirt, Boreas, Amba. The wind had come gradually round to the

South, and when the buoy was rounded it was again a close haul to Grey-point. The Flirt took in her topsail at once. The Boreas kept hers aloft until near the point, and the Amba kept hers up all the way round. From Grey-point to Cultra they were able to lay their course, and when they passed the flagship the order and time was—Boreas 1h. 46m. 30s.; Flirt 1h. 47m. 15s.; Amba 1h. 50m. The Flirt was determined to get to the front again, and with all speed her crew got their topsail up again, the Boreas setting a large jib at the same time. Flirt made good use of her time, and when they came up to Cultra for the last time, was first boat.

The race was finished as follows :—Flirt 2h. 49m. 30s.; Boreas 2h. 52m. 35s.; Amba 2h. 54m. 30s.

Boreas had to allow Flirt 2m. 45s., which, added to the 3m. 5s. she was in before Boreas, gave her the race with 5m. 50s. to spare.

Boreas had also to allow Amba time, but, as it was only 54s., Mr. Workman won the steerman's locket. Possibly the Boreas would have done better had she not carried away her fife-rail during the race.

The crew of the Flirt were received with hearty cheers on their arrival off the flagship, and well they deserved it, for they handled their little vessel to perfection.

PRINCE OF WALES YACHT CLUB.

This club sailed its first match on Saturday May 18th. It was a squally day the wind being for the most part north-easterly, and very strong at times. Three yachts started : the Oberon (20 tons), Sparvel-Bayley, Esq; the Vampire (20 tons), T. Cuthbert, Esq.; and the Ildegonda (15 tons), E. Langtry, Esq. The time allowance was one minute per ton; the prize value £25; and the course from Erith around the Nore Light and back. They started at noon, the Vampire leading, following by the Ildegonda and Oberon. They all had jib-headed topsails set, and the wind being strong at the time, they went through Erith Rands close hauled on the port tack with their lee rails buried. They followed each other in the same order, and at a good pace, until nearly through Long Reach, when the Oberon got past the leaders and kept in front until they all hauled their wind again, and even had to make a tack, in the Lower Hope, when the Vampire quickly weathered on her. Bringing the wind free again down Sea Reach, the Oberon again showed her superiority on this point of sailing, and the old order was resumed, all three vessels, however, being still pretty close together.

It was an easy race to sail, so far; and there appeared to be no superiority in the handling of either of the vessels up to this time. On nearing the Nore, however, the Vampire once more crept into the first place, and whether this was accounted for by more careful steering, or by her caring less than the Oberon for the increasing roughness of the water, did not appear. They all sent down their topsails in Sea Reach, and after another mile or two rounded the Nore about three quarters of a minute apart, and

three hours after the start; the little *Ildegonda* of course having the race still well in hand by reason of her five minutes' time allowance from the others.

With the wind nice and free on the return through Sea Reach, the *Oberon* at one time led the race, but it was not long, for the *Vampire* was first to get up her topsail again on coming into narrower water, and then soon regained the lead. Later on, in making a board through Northfleet Hope, Mr. Cuthbert managed to let the *Vampire* take the mud on the south side of the river, and so lost about one of the hardly-earned two or three minutes which separated him from the others, and about the same time the *Ildegonda* came out on the *Oberon's* weather, and for the first time was second in the race. When they passed the flag-buoy at Erith the times taken were—*Vampire* 6h. 18m.; *Ildegonda*, 6h. 19m. 56s. *Oberon*, 6h. 20m. 10s. So that the *Ildegonda* won the prize by time. It was a capital race—the three boats will never sail a better, but it was a truly wretched day for the spectators on board the club steamer.

ROYAL CINQUE PORTS YACHT CLUB.

THIS is the title of the new club which has been formed at Dover. Their club-house, which is situated right in the bight of the bay and facing the sea, is now being furnished. The Admiralty warrant is for the blue ensign plain; and their burgee is blue with Cinque Ports arms in a shield, crowned (royal crown). The general rules and regulations of the club are those of the Royal Thames, with such few alterations as are necessary to adapt them to the Cinque Ports; and the sailing regulations are those of the Royal Albert. The annual subscription is three guineas without any entrance fee, until the general meeting of the club shall have been held in June. This is the programme of their regatta :—

Saturday, June 22.—Cutter Race.—First prize a cup value £60, second prize a cup value £15. For cutters belonging to the Royal Cinque Ports Yacht Club. Course from the starting vessel round the Varne Lightship, thence round the N.E. buoy of the Varne, back round the flag boat off Dover, twice round, to win between the flag boat and the Admiralty Pier; a distance of about 48 miles. All marks to be left on the port hand. To start at eleven o'clock a.m.

Schooner Race.—First prize a cup value £60, second prize a cup value £15. For schooners belonging to the Royal Cinque Ports Yacht Club of 35 tons and upwards. Course as for cutters. To start at 11h. 30m. a.m.

Race for Yachts of any Rig.—First prize a cup value £20, second prize a cup value £5. For yachts of any rig belonging to the Royal Cinque Ports Yacht Club, of under 35 tons. Course as for schooner, but once round only, a distance of about 24 miles. To start at 12h. 30m. p.m.

Monday, June 24.—Ocean Match.—From Dover to Boulogne and back.

First prize a cup value £100, second prize a cup value £50. For yachts of any rig belonging to a royal or recognised yacht club. The flag boat at Boulogne to be left on the port hand. Special instructions will be issued with regard to this match. To start at 11 o'clock a.m.

All entries to be made to the secretary of the Royal Cinque Ports Yacht Club, at the Club-house, Dover, at least three days prior to the race.

The following communication referring to the club has been sent to us from a resident in Dover:—At last a port of call and convenient yachting station between the Thames and Isle of Wight so long felt by yachtsmen to be a great desideratum is open to any yacht owner who will enrol himself as a member of this club. The harbour authorities have generously consented to forego the dues to yachts of this club on one condition only—that a yacht does not lie in harbour more than fourteen days at one time. The harbour improvements, embracing the deepening and enlarging of the inner basin as a floating dock for ships of 1,800 tons or more, and the deep channel to be cut for easy entrance and exit, will be completed by the season of 1873. But to return to the club. It is but a few days ago we heard of its projection, and while we have been sleeping, as it were, a club with an embodiment brilliant in its fleet list as well as in the undoubted excellence of its *personnel*, starts up as a smartly accomplished fact, sturdily proclaiming its existence and influence amongst the clubs of the day. With a royal commodore in the person of H. R. H. Prince Arthur, with Mr. Brassey, a most popular, energetic, and practical yachtsman as vice, and the Lord Warden, Admiral of the Cinque Ports, president, with a fleet of nearly sixty of the finest yachts in the kingdom, representing a tonnage of between 5,000 and 6,000 tons, and a long list of members increasing daily, it has suddenly appeared in sight like a meteor in the centre of the yacht club system. The inaugural sailing programme is a bold one, and the prizes are handsome, the value of the cups to be sailed for having been written down with no niggard hand. It is a tempting announcement to racing yachtsmen, and highly creditable as coming from a club in the first year of its existence.

The topographical characteristics of Dover will make it popular with yachtsmen. As before hinted, Dover is the only yachting port between the Thames and the Isle of Wight, and it has further the advantage of quick and easy communication with London, Paris, and the Continent generally. It is also a convenient base-line port for cruising about Ostend, Dunkirk, Calais, and Boulogne. The wonder is that a yacht station of some kind or other has not been made of it years ago. The only uncomfortable wind in Dover Bay is from S. to E.S.E. The Admiralty Pier, the town itself, the castle, and the heights give craft at anchor a snug lee with all other winds; and it may be noted that the prevailing winds during May, June, July, and August are from S.W. to W.N.W., when the whole sweep of the bay is smooth water.

Doubtless this year there will be grumblers amongst the fleet which will fly the Royal Cinque Ports Burgee in our beautiful and gracefully-curved bay, because the works in the harbour are yet in course of completion, but

we must wait till the season of 1873 for clean-swept quays and the large inner floating basin, which will be most easy of access.

Animated by the old Conservative sentiment of reverence for the archæology of the Cinque Ports with their justifiable boast and pride in their historic navy (the oldest in England), it is cheering to look forward to the eventful days of June 22nd and 24th, when the pennons of the Cinque Ports Club, rich and brilliant in the colours of the Ports arms transmediated with the Royal Lions of the Standard, will stream from the mastheads, and the ensign of the reserve from the gaffs of a right peaceful gathering of a fleet, whose symmetrical beauty afloat will entrance the eye of the modern Dover belle as much as the frowning majesty of the high-galleried "pupples" of the Cinque Ports animated with courage and boldness the breasts of our fathers who claimed "Invicta" for their war cry and motto, in the days when proud old Dover was veritably and alone—"Clavis et repagulum Regni."

THE SHIPPING ACT, 1872.

The following correspondence has taken place relative to the law that ships bear their names painted on their stern.

13, Pembroke Road,
May 17th, 1872.

SIR.—As many yachts are now fitting out, I am directed by the Committee of this Club to enquire whether the Committee of the Privy Council for Trade have yet issued any regulations pursuant to the Act 34 and 35 Vic., cap. 110, with regard to relieving yachts from the obligation thereby imposed on every British ship of having her name marked on each of her bows, and her name and port of registry on her stern, in letters of a certain size. And also from having a scale of feet to show her draft of water marked on her stem and stern posts, pursuant to the power therein given to them, to exempt any class of vessels from its provisions.

I am, Sir, your obedient servant,
(Signed) JAMES A. LYLE, *Hon. Sec, R.A.Y.C.*

To Thomas H. Farrer, Esq.,
Secretary to Board of Trade.

Board of Trade,
Whitehall Gardens,

SIR.—In reply to your letter of the 17th inst., I am directed by the Board of Trade to state that, in compliance with your request, they are pleased to exempt the yachts of the Royal Alfred Yacht Club from such of the provisions of section 4 of the "Merchant Shipping Act, 1871," as require the name to be marked on the bows and the name of the port of registry to be marked on the stern; and also from the provisions which require a scale of feet to be marked on the stem and stern.

I am, Sir, your obedient servant,
(Signed) C. CECIL TREVOR.
James A. Lyle, Esq.,

LAUNCH OF THE DAUNTLESS.—Harvey's last contribution to the yachting world is one of the finest specimens of naval architecture we have had the pleasure of seeing this season. This vessel in appearance combines all one could wish as a pleasure yacht. Her principal dimensions are—Length between perpendiculars, 90ft.; main breadth, 20ft. 5in.; draught of water, forward 7ft., aft 12ft.; length over all, 104ft. 6in.; tonnage, o.m. 170, registered tonnage, 92.

LAUNCH OF THE JULIA.—On May 21st, Messrs. Hansen and Sons launched a new schooner from their building yard, which they have just completed for Lord Ducie. Her dimensions are—Length of keel for tonnage, 84ft.; depth of hold, 11ft. 6in.; extreme beam, 19ft. She was christened by Lord Carnarvon, and immediately on the removal of the dogshores she glided down into the water amidst the cheers of the spectators.

Temple Yacht Club.—The monthly meeting of this club took place on the 5th inst., the Commodore in the chair. The opening trip came off on the 20th May, when twelve yachts mustered to do honour to the occasion. In the afternoon a dinner was served at the Club-house, Charlton, which was attended by a large number of members and some of their friends. *Programme for the Season 1872* :—First match, Friday, June 14th. Course from Charlton round the Upper Red Buoy, Ship and Lobster, Gravesend, and back to Charlton. Second match, Monday, July 15th. Course from Erith round the Upper Blyth Buoy, to finish at Charlton. Third match, Wednesday, August 14th, Commodore's Cup; Channel match (handicap). Course from Gravesend to Margate. Fourth match, Wednesday, September 11th, Club Handicap. Old course, viz.—From Charlton to Greenhithe and back. The Rear-Commodore, W. Dixon, Esq., resigned his office, to the great regret of all the members, his time being too limited to attend to the club duties as he should desire. W. N. Hewett, Esq., has been unanimously elected to fulfil the vacant office.

REGATTAS AND MATCHES.

- June** 1st—Royal Thames, first, second and third class cutter matches.
 1st—Royal Alfred, double and single handed matches.
 1st—Royal Ulster 10 ton Corinthian match
 3rd—Royal London, first and second class cutter matches.
 7th—Cheshire, first and second classes.
 8th—Royal Alfred, No. 1 Champion cup.
 8—Royal Ulster, 20 ton cutters
 12th—Royal Thames, Nore to Dover.
 13th—Norfolk and Suffolk, at Cantley
 14th—Temple, Charlton to Gravesend and back.
 14th—Cheshire, first and second class.
 15th—New Thames, schooner match
 15th—Royal Alfred, No. 5 Champion cup.

- 15th—Royal Ulster 20 ton Corinthian match
 15th—Ranelagh, cutter match.
 17th—Royal Thames, schooner and yawl matches.
 18th—Royal London, schooner and yawl matches.
 19th—Prince of Wales, Erith to the Chapman.
 20th—New Thames, channel match.
 20th—Royal Alfred, Corinthian match.
 22nd—“ No. 2 Champion cup.
 June 22nd—Royal Ulster Corinthian match
 22nd and 24th—Cinque Ports Regatta
 26th—Royal Harwich regatta.
 29th—Junior Thames, first and second class matches.
 29th—Royal Mersey Regatta.
 29th—Royal Alfred, Centre-board match.
 July 1st—New Thames, yawl match.
 1st—Royal Mersey regatta.
 2nd—Royal London, third class cutter match.
 2nd—Royal Mersey, Liverpool to Barrow.
 2nd—Barrow, Kingstown to Barrow.
 3rd—“ Regatta.
 4th—“ Barrow-in-Furness to Clyde.
 5th—Royal Clyde, Hunter's Quay, Holy Loch.
 6th, 8th,—Royal Northern, Greenock.
 10th, 11th,—Royal Yorkshire regatta.
 11th—Norfolk and Suffolk at Wroxham.
 11th—Royal Ulster Regatta, Belfast Lough.
 12th—“ Channel match to Kingstown
 13th—Prince of Wales, to Ramsgate.
 15th—Royal Alfred, Queen's cup.
 15th—Temple, from Erith round Upper Blyth and back to Charlton.
 16th—Ranelagh, Erith to the Chapman.
 17th, 18th—Royal St. George's Regatta.
 24th, 25th—Royal Cork Regatta.
 27th—Junior Thames, two matches.
 31st—Royal Southern regatta.
 Aug. 1.—Royal Ulster Channel Match
 Aug. 3rd—Cheshire, first and second class.
 8th—Norfolk and Suffolk, at Oulton.
 12th—Royal Welsh Regatta.
 14th—Temple, Gravesend to Margate.
 15th—Ranelagh, third match.
 17th—Cheshire, first and second class.
 19th—Royal Albert regatta commences.
 21st, 22nd,—Royal Western Regatta at Plymouth.
 26th, 27th,—Torbay Royal Regatta.
 27th—Junior Thames, Greenhithe to the East Blyth Buoy.
 28th, 29th,—Royal Dart Regatta.
 31—Royal Ulster single-handed match.
 Sept. 3rd—Royal Cornwall regatta.

HUNT'S YACHTING MAGAZINE.

JULY, 1872.

ROYAL CLYDE YACHT CLUB MATCHES.

THE new club-house at Hunter's Quay was opened on Thursday, May 30th, and an opening cruise took place from Holy Loch, the strong westerly breeze blowing prevented the yachts starting until five o'clock, when they beat down under snug canvas to Rothesay. The cutters *Alceste*, *Maria*, *Avon*, and *Torpid* reached well ahead. The *Gem*, B. B. Bell, Esq., caught a heavy squall in Holy Loch, and carried her masthead away, her owner had the wreck cleared, hoisted a trysail on the stump of the mast, and successfully made to port, having a party of ladies on board at the time.

On Friday morning the yachts which had reached Rothesay Bay on the previous evening were reinforced by various craft flying the burgee of the Royal Clyde Yacht Club, and the cruise of the club was resumed in accordance with the programme. The *Zampa* cutter flying the flag of the Vice-Commodore, laying off Fyfe's building-yard, and in the bay lay the cutters *Avon*, *Alceste*, *Torpid*, *Maria*, *Leander*, *Gem*, *Harriet*, *Vision*, *Rosa*, *Zeta*, and a number of small craft under cutter rig. The *Fiery Cross* schooner, the *Mistletoe* schooner, the yawl *Dinorah*, and some other craft of the same rig, were under canvas. By eleven o'clock mainsails were shaken out and set, jib-headed topsails

sent aloft, and second jibs set for a turn along shore. The stormy weather of the past week had not subsided, and the driving showers were proof of breezy weather. The smooth water of the bay was darkened by squalls that laid the craft at their chains over to the rail, and the yachts under weigh were washing their decks in the gusts. Some of these were heavy enough to leave doubt if the smaller class of cutters might venture round the Garroch Head, but squally weather raises less sea than a steady wind, and the risk of rough water anticipated was happily disappointed.

J. M. Forrester, Esq., Vice-Commodore, was the donor of the prizes, and added to their value by many affable offices. The charm of the racing was the abolition of balloon canvas, and which the squalls of Loch Fyne further prohibited. The races were for four cups, presented by the Vice-Commodore, to be competed for by the yachts of the R.C.Y.C. and R.N.Y.C., in accordance with their usual classification, The entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2371	Torpid	cutter	28	T. L. Arnott, Esq.	Day & Co.
26	Alceste	cutter	40	H. Walker, Esq.	Fife
1298	Maria	cutter	35	R. Sharp, Esq.	Wallis
106	Avon	cutter	30	A. Sword, Esq.	Wanhill
396	Dinorah	yawl	40	J. Steven, Esq.	Fife
604	Fiery Cross	schooner	51	J. Stirling, Esq.	Fife

For the twenty-ton class the Leander, cutter 20 tons, J. Reid, Esq., was the only entry, and in consequence this race was fixed at 30 tons, including Leander, Avon, and Torpid.

The entries for the ten-ton race were—Vision, cutter 9 tons, M. Carswell, Esq.; Rosa, cutter 10 tons, J. Eadie, Esq.; Zeta, cutter 10 tons, J. R. Rainy Esq.

The smaller class included the Fairy, cutter 4 tons, W. J. Armstrong, Esq.; Mora, cutter 4 tons, H. Walker, Esq.; Gazelle, cutter 4 tons, R. Semple, Esq.; Model, cutter 5 tons, A. Adam, Esq.

The three larger races were started at 11h. 40m., and the smaller race about 12h.

The Fiery Cross schooner led past the buoy with a good start, followed by the larger and smaller cutters in a crowd, a confusion that led to an accident which created considerable excitement.

The Vision and Zeta in the ten ton race, intent upon getting off upon fair terms, were running past the buoy broadside to broadside, and both

were taking the buoy at the shortest. The *Alceste* kept to leeward to give the smaller yachts a clear start, had the *Zeta* and the *Vision* on her starboard bow, and so close on the flag-boat that no berth was left. Shouts of "Luff" from the *Alceste* were not heard in the *Zeta*, or were unattended to; and it is alleged the *Zeta* had no look-out to leeward. To run down the flag-boat or clear the *Zeta's* stern were the only alternatives; and the *Alceste*, difficult to keep away, crossed the stern of the *Zeta*, catching the leach of the mainsail in passing with the end of the bowsprit, and gybing it. The gybe against the weather backstay broke the lower mast of the *Zeta*, and instantly left her whole canvas in her wake. One of the gentlemen on board the *Zeta* was swept over the side by the boom, but swam about without shouting or showing any alarm whatever, and kept dodging out of the way of the passing yachts with a composure that proved him to be an accomplished and a cool swimmer. The *Alceste* cleared the *Vision* and the other craft going on the wind in a ruck. The flag-boat was laid much too far in the bay, throwing the yachts into the steamers' track, and occasioning, in some cases, a double gybe before rounding the buoy at Bognay. Flag-boats require to be laid with great judgment, not always shown in yacht racing arrangements.

The *Fiery Cross*, with all lower canvas and small main-topsail, led round Bognay in a strong breeze, followed by *Avon*, *Leander*, *Maria*, *Alceste*, *Vision*, *Torpid*, *Dinorah*, and the rest of the fleet. In smooth water, and with a foot or more of the sheet the reach to Garroch Head was altogether a splendid sight. Against the shadows and sunshine, flying along the Bute land and the wooded shore, lay the white canvas of the craft, pressed in the squalls to their utmost. Black gusts crisped the Firth with touches of foam; the yachts were leaving gleaming lines; the sea was breaking into clouds of spray about the buried hulls. The sense of enjoyment was brightened with that eagerness which racing in doubtful weather promotes. Everywhere the eye was enlivened with touches of light upon the land and contrasts upon the sea. The *Fiery Cross* had got the wind she wanted. This fine schooner was going splendidly, and but for staying off the Arran shore had every chance of the prize. The *Avon*, with jib-headed topsail, went down the shore carrying her canvas stiffly, and showing her unmistakeable speed. The *Maria*, with too little ballast or too much cloth, was reaching as fast as the *Avon*, but laying down badly in the squalls, and had assuredly lost her hard-weather character. The *Leander* was carrying her sail well, and reached along the shore, keeping the big *Dinorah* astern till the Head was opening. The *Alceste* reached hand-

somely through the Maria's lee, and off Scoulag went through Avon's lee, head-reaching on both craft easy, and carrying her own canvas well. With the Maria in a burst of spray, the Alceste was going steady at the rail till the wind freshened out of Kilchattan Bay and shoved her rail well under. The topsails had already been taken off the Cross, still reaching ahead, and off the cutter astern, and the Alceste's topsail was also lowered, after some bother with her new gear.

Opening Garroch Head, the schooner had the breeze, and fetched fast across to the Corrie shore, with the Alceste, now on the wind, griping up and shortening the distance. The Maria, intent on weathering the Avon, went poking in shore, till the two cutters looked like trying for soundings in Callum's Hole, and the Maria finally weathered on her antagonist. A new and unexpected rival was, however coming down astern, and leaving the fleet at quite an unexpected pace. The old Torpid when in the Clyde last year would not go along, but in her new owner's has evidently not forgot her "cunning." With a nicely fitting suit of canvas, this cutter reached along the land wonderfully, going by the Dinorah, Leander, and everything alongside. Opening the Head, she was picking up the Maria and Avon fast. The Maria, about mid-channel, stayed in the wake of Alceste and Fiery Cross, two or three miles ahead by this time, and laying for the Kyles, through the Sound, with a breeze failing and shifting. The Torpid, intent upon weathering the Avon, held across to the weather shore, and was fortunate in staying at the proper distance to catch a strong wind from the Arran hills. The Alceste weathered the Cross, and with a board lay up the Sound inside the Inch, with a good breeze, with the Cross keeping close company.

Opening the north end of the Inch, the Alceste had the wind heading; and the Torpid, with a long weather guage and a rattle of wind, was going for Laird Lamont's Point with some of the sheet to spare. With plenty of wind, the Alceste had the lead safe enough, but the softening squalls fetched the Torpid along the weather shore as far as the Carry Point, where a board was needed. The light wind lifted the Torpid through the smooth water, and against the ebb the Alceste was not making much of the smaller cutter. The yachts arrived as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Torpid	3	21	40	Maria	3	28	9	Dinorah	3	37	0
Alceste	3	23	10	Avon	3	33	44	Fiery Cross	3	28	27

The Leander, having carried away jaws of gaff, came in under try-sail, and was not timed. The Torpid claimed first prize, and the Avon second.

The Vision, timed 4h. 9m. 30s., got prize in her class, beating Mr.

Eadie's new boat. Both yachts had a heavy "hammering" in the beat up.

The Fairy got the smaller prize after a spirited contest through the Kyles, in which some of the boats only escaped from beaching in the narrows. One of the smaller yachts got perched on the mid-channel rock, but, being a nice round-sided craft, swung about on the perch without much damage.

Second Day.—On Saturday morning, the fleet of the Royal Clyde Yacht Club lying off Tighnabruaich sailed for Rothesay Bay, the "fair weather birds," including some large craft coming through the Kyles, while those engaged in racing went round by the Garroch Head. The members of the club and friends breakfasted at the hotel, and after being comfortably "ballasted," the yachtsmen witnessed the interesting ceremony of presenting the prizes won on the preceding day. To the Vice-Commodore, as donor of the prizes, was, of course, deputed the duty of handing over the trophies. The owner of the Torpid, in accepting the first prize, declared that he was as much surprised as any one could be at the victory of his craft. The owner of the Avon, winner of the 30-ton prize, replied to the compliments paid his yacht; and the owner of the Vision, in accepting his trophy, modestly enough attributed his success less to seamanship than other circumstances.

In the Kyles were lying, besides the racing yachts, the *Æolus* cutter, having S. King, Esq. and a party on board; the *Mistletoe* schooner, Captain Nolan, which had come round the Garroch Head on the previous day with the racing yachts, previous to returning to Kingstown; the *Gem* cutter, B. B. Bell, Esq., under jury mast, having carried her mast over the side at the opening of the cruise; the *Harriett*, D. Macmaster, Esq., the *Iolanthe* cutter, from Belfast; the *Amy* (s.s.), kindly placed by her owner at the services of the R.C.Y.C.; and various smaller boats.

The morning, calm and bright, had darkened, with clouds blowing off the Kerry shore, and grey showers that shut out the Arran peaks. Blue belts were barring the Kerry Kyle, and outside the Aird the black line of a strong breeze was lying across the Inch. There was promise of wind—a steady westerly wind, which strengthened as the day wore on.

By noon, racing flags were flying and mainsails were being set up. The red cross of Mr. Stirling's schooner, the red and white flags of Avon, Leander, and Torpid, were flying and the Maltese cross of the *Alceste* was fluttering over her square-headed topsail. The *Amy* (s.s.), acting as commodore, left the *Zampy* free to run for the first prize, and

the flag-boat was judiciously placed: The grave mistake made at Rothesay on the previous day of crowding a whole fleet of large and small yachts round the flag-boat at the same time, was rectified. The ten ton and five ton boats were run past at the first start, and then the larger yachts were started. First prize, a cup, presented by G. Neilson, Esq., £10 10s., for first and second-class yachts, for which the entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
26	Alceste	cutter	39	H. Walker, Esq.	Fife
2371	Torpid	cutter	27	T. L. Arnott, Esq.	Day & Co.
1298	Maria	cutter	35	R. Sharp, Esq.	Wallis
8	Adeline	cutter	20	J. E. Reid, Esq.	Fife
1046	Leander	cutter	20	J. Reid, Esq.	Reid & Co.
2643	Zampy	cutter	20	J. M. Forrester, Esq.	Connell
396	Dinorah	yawl	40	J. Steven, Esq.	Fife
604	Fiery Cross	schooner	52	J. Stirling, Esq.	Fife

The course was Tighnabruich on port hand, round Garroch Head, through Fairlie Roads, and flag-boat in Rothesay Bay on starboard hand, a course of over thirty miles.

Second race, a cup presented by E. Smith, Esq., for third and fourth class yachts, for which the entries were—

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
247	Vision.....	cutter	9	M. Carswell, Esq.	Benyon
1853	Rosa	cutter	10	J. Eadie, Esq.	
543	Fairy	cutter	4	W. J. Armstrong, Esq.	
1452	Model	cutter	5	A. Adam, Esq.	
578	Fanquai	cutter	5	W. H. Hunter, Esq.	

This race was started at noon, and the larger race at 12h. 18m. With the wind at west the Rosa got through first, leading Vision and Fairy. Staying off Kames, the Vision weathered on Rosa, and went off with the lead, which she maintained throughout, winning the prize easily. With the breeze and sea on outside the "Heads," the yachtsmen in this race enjoyed some hard sailing, and the trophy was but another proof of the speed and power of the Vision. The Rosa is probably not in trim, but in the smooth water she hung long upon Mr. Carswell's cutter.

The cutters in the first race came up under easy canvas to the starting buoy, and run past Avon in weather berth, with Alceste under her lee. Fiery Cross on weather quarter of Avon, with Adeline astern,

followed by Leander, Maria, Torpid, Dinorah, and Zampy, which lost by some minutes. Avon, Alceste, Adeline, and Dinorah stayed off Kames; Fiery Cross, Torpid, Maria stayed to weather the Fanquai. Avon, with Alceste under her lee, head reached enough to take the weather berth, and kept it going down the Kyle. Alceste, dragging through Avon's lee, weathered the other cutters; but the Cross, getting a gust from the west shore, crossed Mr. Walker's cutter to windward. The Adeline, getting a good blast, hung upon the Alceste's weather quarter, but fell to leeward.

The Avon and Alceste, with square-headed topsails, were leading the fleet, with Maria and Torpid following, both carrying jib-headed topsails. Griping up, the Avon was carrying the wind along the land, but the Alceste was "clawing" up to windward, with the Avon falling astern and to leeward. The Maria, Torpid, and Adeline were laying along the Bute shore, with the iron cutter slowly creeping up on the weather quarter of the Maria. The Avon, in the Alceste's water, was falling astern, but the Leander, under the lee quarter of the Alceste, seemed to be going famously. The Dinorah on the weather shore got into the Avon's wake, with the Fiery Cross leading her. Going by to windward of Maria, Torpid came round on the port tack, with Maria following, but doing no good with Mr. Arnott's cutter. Dinorah, on starboard tack, weathered Torpid, and looked like taking in Avon as the wind freshened. Showers were working up the Clyde, bringing the wind off the Bute shore, and rain in Killbrannan Sound promised a strong breeze from the Arran hills. Whether it would come away south-east or south-west seemed doubtful; but the Avon, feeling it off the Bute land, and expecting a lift from the strong ebb in the Sound worked through the narrow channel, with Torpid following. Indeed, the Torpid's crew seem awake to any chance of a lift, and know where to find one. The Vision leading the smaller boats of course took the Sound, which helped them also. The Fiery Cross, having got a lift from the Bute slant, fetched out under the Inch on the port tack, getting a slew from the ebb tide at both ends and smooth water as well. With the experience of the previous day, the Alceste kept outside the Inch, getting but a moderate wind off the Arran land, and losing what had been gained on the Cross. Going under the schooner's stern the cutter got a true wind and weathered the Inch; but the Avon and Torpid came out of the Sound with a long lift on Alceste. The Torpid was barely weathered on port tack, and the Avon was going fast in the strong breeze. The Alceste going about weathered Torpid, and took Avon in something. The wind was now freshening fast, and Alceste

looking Garroch Head was stayed, weathering Avon handsomely and leaving Cross well to leeward, with Torpid reaching across Scalpsie Bay at a great pace. Avon came up in the wind ; with the bad luck that seems to attend this yacht the jaws of her gaff had given way, and she was out of the match.

The Torpid was leading the Cross, but the strong wind was lifting the schooner wonderfully. The Alceste had got the wind she wanted, and she was leaving the fleet hand over hand. Ten miles of the same wind and sea dead on end would have put miles between her and the rest. She was going easy down to the rail, with a short sea coming aboard when her jib pressed her, but it was confessed she looked as powerful as she was fast. A short board to windward was needed to weather the Head, and, with the sheet off, she led through the Tan and Fairlie Roads at a splendid pace.

The Torpid, smothered in the sea, weathered the Head, with the Cross keeping her company. With her sheet away, the schooner gave ironsides the slip, and came after the Alceste tearing. The Torpid, with the Maria astern, was left by the Cross and Alceste, but the schooner's wind was improving every mile. From Towmond End to Bognay, with as much wind as was wanted, the Cross closed up on the Alceste, and fetching the breeze into the Bay with her, ran under her time allowance, and claimed the prize. The time was :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Alceste	4	32	35	Maria	4	44	53	Leander	5	5	16
Fiery Cross.. ...	4	33	45	Dinorah	4	52	1	Zampy	5	6	3
Torpid	4	40	10								

The match was one of the most interesting sailed by the club; and the victory of the Fiery Cross, due to a good boat and a veteran skipper, occasioned congratulations. The Alceste was beaten by the long reach in the schooner's favour, but the new cutter vindicated all that was said about her. It seems certain that the Torpid will take a prominent place in the Clyde matches of the season, and would have made a famous tie with the Phantom, which is unfortunately not under weigh.

On Saturday, June 15th, the first Corinthian match of this club was sailed, for a cup presented by the late Rear-Commodore, Samuel King, Esq. The new ten-ton boats built by Fyfe divided the interest of this match with the Vision, which owns something besides a run of fortune for many successes. But the Zeta and Rosa are an insufficient reinforcement to the ten-ton class, which, in the interests of practical seamanship, ought to be the most numerous in the river. With another season it should be hoped half-a-dozen ten-ton boats will fill up the meagre entries of the most interesting matches sailed on the Clyde.

With every ten-ton boat added to these Corinthian matches, half-a-dozen yachtsmen find opportunity for acquiring experience nowhere else to be gained, a fact which gives value to the fine example shown by the owners of the Zeta and Rosa, as well as by the donors of the prizes. The prizes run for on Saturday were :—A cup, value £10, presented by Samuel King, Esq., and a piece of plate, presented by J. Gillespie, Esq., with prize to steersman ; for ten-ton yachts, to be manned by members of the club. The entries for the match were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2679	Zeta.....	cutter	10	J. R. Rainey, Esq.	Benyon Boag
1853	Rosa	cutter	10	J. Eadie, Esq.	
2479	Vision.....	cutter	9	M. Carswell, Esq.	
532	Excelsior	cutter	7	T. S. Anderson, Esq.	

The course was from cutter Avon (Commodore), round Shoals Buoy, round a buoy off Tor Aluinn, Bullwood, and back to Commodore, a course of over twenty miles. A. Sword, Esq., Rear-Commodore, acted as flag-officer, and put his cutter Avon at the disposal of the club. W. York, Esq. (Secretary), J. A. Lockett, J. D. Penney, G. Thomson, J. McGregor, Esqrs., and other members of the club were present in the club house, which was found an agreeable escape from the bad weather.

The sunshine of Friday—a midsummer day—had gone, and a blustering, wet, wintery day followed. Saturday, with mist and darkness, might have been in December, and it blew hard enough to give the racing a zest. The large schooner Harrier (J. Pollok, Esq.), beat down from Gourock, and kindly accompanied the match. The Fiery Cross, with broken jib-boom, lay at her chains in a breeze that would have fitted her, and some other craft lay in Hafton Bay. The rain seemed to have checked the yachtsman's love of a breeze. The Torpid (T. L. Arnott, Esq.) accompanied the race—a compliment which the Zampy (J. Forrester, Esq.) also paid. The Torpid was going famously, and in the squalls went away as if the Thought was at her heels. The Gem (B. B. Bell, Esq.) and Harriet (D. Macmaster, Esq.) were tearing along, rail under, with some prospect of a cup apparently ahead. A large number of small craft were under weigh during the day.

With the preparatory gun, Rosa and Vision, with single reefs hardened down, and Zeta, carrying whole mainsail, came up to the Commodore and passed about noon. The Zeta gybed to port, and with boom squared away, run for the Shoals. Rosa, with boom to port, followed ; and after a double gybe, Vision followed with a bad start.

The *Excelsior* passed astern, and in the strong wind continued to lose her position. The *Zeta*, getting the good of her whole mainsail, left the *Rosa* and *Vision*, and in the reach looked winning boat. At the Shoals the three first boats were equi-distant, with half-a-mile between each. Hauling round the lee buoy, with the wind freshening, the *Zeta's* tack was triced up, leaving the snugged boats a clear start—which *Rosa* and *Vision* took advantage of. The *Rosa*, second boat round the Shoals Buoy, with single reef down and third jib set, flattened sheets, and lay away to windward of *Zeta*, going snug and easy in the strong blasts out of Gourock Bay. Fetching the shore abreast at the Battery Point, the *Rosa* stayed, and with a rattle of wind took the lead with a fine slant down Ashton Bay. The *Zeta*, with foresail lowered, followed, after staying, griping up into Gourock Bay with her canvas badly set, and letting the *Rosa* lengthen out her lead. The *Vision* staying astern of *Rosa*, took third place, and fetched across Gourock Bay with her full mainsail, but quite overpowered in the gusts. With lifting and slacking, the sea was kept out of her, but the wind was strengthening fast, and off Bentley's she was hove-to and reefed. Some minutes were lost choking down the earing, and after some delay, she lay along the Ashton shore, with *Zeta* and *Rosa* well ahead.

The crew of the *Rosa* had seemingly caught sight of "a blue ensign," or "a cross carry," and held on for the lee shore, running into a lull off the Gantocks. The *Zeta*, warned, stayed for the weather shore, and the *Vision*, with a short board inshore, was hugging the Cloch Point, with a lead off that land. With a stronger gust the *Rosa* stood towards the Inverkip shore, and, with *Zeta*, again tried the Bullwood side, getting the whole might of the flood tide on their weather bow. With better seamanship the *Vision* was stayed mid-channel, and fetched into Lunderstone Bay, out of which she got a splendid start, lifting her quite up to the weather buoy. From last place the *Vision* was fast taking first, and, with the *Zeta* and *Rosa* doing short boards along the Dunoon shore in shifting gusts, Mr. Carswell found himself once more sure of a prize. With slack tide, smoother water, and enough of wind, the *Vision* opened out Wemyss Bay, going splendidly. Her sails, thoroughly wet, were sitting like a card, and the "little Vanguard" had found her pace.

Laying for the weather buoy, the *Zeta* weathered the *Vision* on the north shore, but Mr. Rainey's crew were not able to keep the lead they had got. The *Vision* weathered the buoy, gybed to port, and, with the whole mainsail set and square-headed topsail, ran dead away for the flag-ship. The *Zeta* weathered astern, but instead of setting up her

mainsail, the crew got up spinnaker, and tried hard to take the Vision in. The Rosa, in the failing puffs, weathered the buoy well astern, and left the race to the Vision and Zeta. The wind softening along the Dunoon shore, made it doubtful if the spinnaker of the Zeta would not shorten the distance from the Vision. The Vision, however, had a good lead, and three minutes besides from Zeta, and had the first prize safe. Off Kirn the Vision was gybed in a gust handsomely, and ran straight for Hunter's Quay, first boat. The Zeta, running in the wake of the Vision, had also to gybe; but before doing so, and before lowering the spinnaker, a square-headed topsail was set. With the wind freshening, the spinnaker would not come down, and, with too much canvas for the day, the appearance of the Zeta gave rise to apprehension, as she was run out of her course to avoid the danger of a gybe and an accident. Eventually the balloon canvas was secured, and the Zeta came up to the Commodore in a strong blast, coming in second boat, and securing second prize. The Rosa came in well astern, and the Excelsior had not been seen following round the course. The yachts were timed:—

	h. m. s.				h. m. s.				h. m. s.		
Vision.....	3	7	17	|	Zeta.....	8	18	55	|	Rosa	3 22 35

The victory of the Vision was perhaps due to a knowledge of the weather and the tides, as well as to the sailing of the yachts. In the strong wind, the Zeta and the Rosa could both over-carry the smaller boat, and the position of the larger yachts must have been mainly owing to their inexperienced crews. These Corinthian matches may prove that among the members of our clubs there are really few sailors, but these matches are also the best remedy. To the donors of the prizes for these matches the friends of the pastime owe gratitude indeed.

A. Sword, Esq., V.C., presented the plate in the club-room; and Mr. Carswell, accustomed to such ceremonies, briefly returned thanks. To Mr. King, who was not present, an especial vote was due. Mr. Rainey received Mr. Gillespie's prize; and Mr. R. Ferguson, who had steered the Vision, claimed the steersman's locket.

ROYAL ULSTER YACHT CLUB MATCHES.

A MATCH, open to yachts, 20-tons and under, belonging to members of this club, was sailed on Saturday, June 8th. One paid hand was allowed for every ten tons and fraction of ten tons, but the yachts to be steered by members only.

The weather was all that could be desired for a fair trial of the speed

of the competing vessels—no flukes of wind, but a breeze from the southward, steady as to direction, and varying only in force sufficiently to test the skill of the amateurs in shifting canvas and the handling generally of their craft. Starting from a flag-ship anchored off the old castle of Carrickfergus, the course was round the floating breakwater at Greypoint, and the Oyster Bank Buoy, from which the yachts returned to the flag-ship; twice round, making in all about twenty-four miles. The following yachts entered:—

Numbered as in Hunt's Universal Yacht List for 1872:

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1203	The Lizzie	yawl	12	Capt. Hartwell, R.N.	Roberts
175	Boreas	cutter	10	T. Workman, Esq.	Reid & Co.
1837	Ripple	cutter	12	G. Murney, Esq.	Fulton
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner
2431	Vera	cutter	18	Wm. Girdwood, Esq.	

As soon as the last gun was fired, the yachts bore down on the starting line, which was formed between the flag-ship and a flag-boat, crossing it in the following order and time:—The Lizzie 12h. 0m. 15s., Ripple 12h. 45s., Quickstep 12h. 1m. 37s., Vera 12h. 2m. 48s., Boreas 12h. 3m. 15s. As the gun was fired exactly at twelve o'clock, the Lizzie had calculated her time to a nicety.

They were all under full lower canvass except the Ripple, who has very little freeboard, and requires to be kept under snug sails, had two reefs in her mainsail and a small jib set.

It was a dead beat from Carrickfergus up to the breakwater. The tide was on the turn, and with the ebb runs from Greypoint to the north-east, the yachts soon tacked, so as to get the tide on their lee bow, and stood well up to westward. When off Craigavad helms were put down for a tack towards the breakwater. The Ripple and Vera weathered the Lizzie, and the Quickstep was to windward of the whole fleet, going along in grand style. When the Lizzie found she was dropping astern, she set a square-headed gaff-topsail, which sat as flat as a card, and might have been carried from the start. The Quickstep rather over-stretched the mark, going round it with checked sheets, followed by the others in the following order:—Quickstep 12h. 46m. 15s., Ripple 12h. 52m. 10s., Vera 12h. 54m. 30s., the Lizzie 12h. 56m. 30s., Boreas 12h. 58m. 30s.

As soon as possible after rounding this point the Quickstep and Vera set square-headed topsails, Boreas a jib-headed one, and the Ripple shook out a reef and set a larger jib. On the reach along the weather shore, the Quickstep increased her lead greatly, rounding the Oyster

Bank Buoy a long way ahead of the others. After passing this buoy, the Vera overhauled the Ripple, sailing into second place, and in this order the remainder of the course was run. As they crossed the starting line on the first round the time was—Quickstep 1h. 47m., Vera 2h. 30s., Ripple 2h. 2m. 57s., Lizzie 2h. 4m. 27s., Boreas 2h. 9m. 10s.

Topsails were again taken in for the turn to windward, the Ripple having shifted jibs hauled down the second reef in her mainsail as the sea and wind were too much for her. In taking in her topsail the Lizzie got a round turn of the sheet on the gaff end and lowered the peak down to free it, thereby losing some minutes. When the Breakwater was rounded for the second time, Quickstep and Vera ran up out-header and a jib-topsail, and the Lizzie with jib-topsail also. Ripple finding that the Lizzie was pressing hard upon her, shook out all her reefs, and set a large jib. There was little doubt as to who the winner was, the Quickstep was miles ahead. After rounding the Oyster Bank Buoy Ripple got her topmast on end and set for a short time a jib-headed top-sail, anxious, if possible, to take her time from the Vera, whilst the Lizzie, under a great cloud of canvas, was trying to do the same with the Ripple. The race finished as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Quickstep	3	30	0	Ripple	4	1	30	Boreas	4	11	15
Vera.....	3	54	0	Lizzie.....	4	3	0				

The Quickstep won the first prize value £10, and her steersman, D. Fulton, Esq., the locket. The Vera's steersman gained the locket for the second boat. The Lizzie being a yawl, got one-fourth off her tonnage deducted in calculating the time allowance, this brought her down to nine tons, and the Ripple being twelve tons, she had to allow the Lizzie two minutes and thirty-nine seconds, so that she took third place by one minute and nine seconds. Considering the small sails the Lizzie carries, and the strength of the breeze, she has proved herself to be a fast little craft. She was built for her present owner last year, and this was her maiden race ; doubtless she will give a good account of herself in future matches of the club.

The Corinthian match, for yachts twenty tons and under belonging to and steered by members of this club, came off on Saturday, June 15th, in Belfast Lough. The following yachts entered and started :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner
1046	Leander	cutter	20	J. Reid, Esq.	Reid & Co.
1203	The Lizzie.....	yawl	12	Capt. Hartwell, R.N.	Roberts

The start was made from Greypoint, off which the flag-ship was anchored, and the course was thence round the Oyster Bank Buoy, the Carrickfergus Bank Buoy, and home to Greypoint; twice round.

The gun for the start was fired at seventeen minutes after twelve, and a splendid start was made, the yachts crossing the line as follows—Leander, 12h. 17m. 25s.; The Lizzie, 12h. 17m. 26s.; Quickstep, 12h. 17m. 32s. A pretty stiff southerly breeze was blowing at the time, with strong puffs of wind off the shore; the cutters had no top-sails aloft, although the yawl carried a jib-header:

Up to the Oyster Bank Buoy it was nearly a close haul. The Quickstep evidently intended to repeat her performance of the previous Saturday, sailing through the Leander's lee and going away hand over fist, leaving the others to fight it out for the second prize. So much is Mr. Fulton's vessel improved since last season, that we will be very much astray in our judgment of her powers if she does not trouble the fleet of 20-tonners in moderate weather at the coming regattas. The Leander was not in as good form as we have seen her, and from the way she dragged her quarters on Saturday, we think she must want to be trimmed by the head a little more.

As the Quickstep neared the Oyster Bank Buoy she sent up a square-headed topsail, and after gybing round set her spinnaker for the run to Carrick Buoy. Leander, as soon as her boom was over, set a short headed topsail, shifted her ordinary staysail for a balloon, and set a spinnaker. The Lizzie set a spinnaker also.

The time of rounding the Carrick Buoy was—Quickstep 1h. 24m. 45s., Leander 1h. 30m. 18s., the Lizzie, 1h. 34m. 23s. As it was a close haul to the flag-ship, balloon sails were taken in, and when the yachts rounded it the time was—Quickstep 1h. 44m., Leander 1h. 51m. 7s., the Lizzie, 1h. 57m. 2s.

The second round was a repetition of the first, except that from the Oyster Bank to Carrick Bank Buoy the wind was more abeam, and spinnakers could not be carried, instead Quickstep set No. 1 jib, and Leander balloon staysail and jib-topsail. The race was finished by the yachts rounding the flag-ship at Greypoint as follows:—

	h. m. s.		m. h. s.		h. m. s.	
Quickstep.....	3 12 20	|	Leander	3 23 17	| The Lizzie	3 41 0

The Quickstep therefore won the £10 prize, and her steersman a locket. The Leander won the steersman's locket as second boat, having saved her time from the yawl by 8m. and 44s.

CHESHIRE YACHT CLUB MATCHES.

On Saturday, June 8th, two races were sailed under the auspices of this club, the first being for the ladies' prize, a cup of the value of £30, with a gold locket value £5 for the helmsman of the second yacht, open to all yachts not exceeding 10 tons belonging to members of the club. The second race was for a £10 cup, presented by the club for yachts not exceeding 6 tons. The following were the entries :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
1486	Mystic	cutter	10	T. H. Ismay, Esq.	Hatcher
296	Coral	cutter	10	H. L. Bower, Esq.	Fife
	Wonderful	cutter	10	F. Wall, Esq.	
1498	Naiad	cutter	10	F. A. R. Littledale, Esq.	Dickinson
1640	Pastime	cutter	10	J. St. Clare Byrne, Esq.	Dickinson
267	Cloud	cutter	10	T. R. Bulley, Esq.	
460	Elaine	cutter	10	J. Leitch, Esq.	Dickinson
SECOND CLASS.					
137	Barracouta	cutter	4	J. M. Hannay, Esq.	Bishop
	Isabel	cutter	6	J. Mather, Esq.	
	Adele	cutter	5	J. M. H. Taylor, Esq.	

The course was the usual one, from New Brighton round the Formby Lightship and back. There was a strong breeze from the southward, with heavy squalls and ugly, threatening weather, and at one time it seemed likely that the races would have to be postponed. However, at the appointed time all yachts, except the Isabel, were at their stations, and at 4h. 46m. the gun was fired for the start.

The Cloud got well off, and took the lead under a single-reefed mainsail with large working topsail set over it, and balloon jib boomed out for spinnaker. The Mystic carried a whole mainsail and jib-headed topsail, with a small balloon jib for spinnaker. All the other yachts had topmasts housed, and most of them reefed in their mainsails. In the run out the Cloud commenced to roll in a most extraordinary manner; but she still held a good lead, Pastime and Elaine being next, and Mystic, which had run past the Coral, Naiad, and Wonderful, gradually closing up. Off the Crosby Lightship spinnakers were got in, and mainsails jibed over, without accident. Mystic's balloon foresail helping her along famously, enabled her to reduce her distance from the leading yachts very considerably. The Formby Lightship was rounded as follows :—Cloud 5h. 35m. 40s., Pastime 5h. 36m. 40s., Elaine 5h. 36m. 45s., Mystic 5h. 36m. 57s., Wonderful 5h. 37m. 40s., Coral

5h. 38m. 5s., Naiad 5h. 38m. 15s., Adèle 5h. 48m. 40s., Barracouta 5h. 48m. 57s.

In rounding, Elaine attempted to luff up on the weather of the Pastime, but her mainsheet would not come in fast enough, and she fouled the latter vessel with her bowsprit, which went short off by the gammon iron. The Pastime got in irons, and the accident materially embarrassed the Mystic in rounding the lightship. The yachts stood over to the western side of the channel to get out of the tide, which was still running ebb. Mystic, now second boat, considerably overreached herself, and had to bear away for one of the red can buoys, the Wonderful meanwhile giving her the slip. Pastime, in close attendance on her weather quarter, prevented Mystic from going about until they were both well over to the eastern side of the channel, and a heavy squall from the westward caught them dead to leeward, and enabled Coral and Naiad to get some distance ahead. Owing to the shift of wind, the remainder of the race was deprived of much of its interest, as it was now a reach home instead of a dead beat. The yachts all appeared to have too much canvas set, and raced through the water at a great pace. Several were down to their skylights, and at least one of them was taking the water in over the lee bow, and sending it over her weather quarter. The Wonderful overhauled the Cloud, and there is little doubt would have won a very hard-sailed race had not her owner Mr. Wall, who was steering, fallen overboard, in consequence of one of the tiller ropes slipping. The yacht was hove-to as soon as possible, but in the meantime Mr. Wall, who fortunately is an excellent swimmer, was picked up by a fishing boat which happened to be close at hand. The race concluded as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Cloud	7	2	0	Naiad	7	5	30	Elaine	7	7	0
Coral	7	3	15	Mystic.....	7	6	25	Wonderful	7	12	0
Pastime	7	4	0								

The winner is a new Clyde built boat by Boag, of Fairlie, and her success on this her first appearance was a surprise to many of the "knowing ones" on board the steamer, who, however, were unable to see much of the race, in consequence of the steamer being kept in the rear so as to be in a position to render assistance to the commodore, who was pluckily sailing the little Barracouta in weather wholly unsuited for her. Mr. Boag, the owner of the Coral, won the locket for the helmsman of the second boat, and it is not a little singular that both of the winning yachts should hail from Fairlie.

The cup for second class yachts was won by the Adèle, which led

throughout, and passed the flag-ship at 7h. 13m. 25s., the Barracouta following at 7h. 17m. 25s.

On Saturday, the 15th of June, the yachts met to try conclusions over again, under circumstances as different as can well be conceived from those under which the matches of the previous Saturday were sailed. In the brilliant summer weather the Mersey, with its crowd of vessels of every size and description, presented a most animated scene, but afforded no opportunity of testing the power and sailing qualities of the competing yachts, and the general opinion seemed to be that it was "any-body's race." In the light, fitful airs which prevailed it was a somewhat risky undertaking to steer the yachts safely through the crowded anchorage, and we learn with some satisfaction that the club is determined to abandon the up-river course for the future.

The prizes were a silver cup, value 12 guineas, for yachts not exceeding 10 tons, and a silver cup of 6 guineas, for yachts not exceeding 6 tons. The following were the entries :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
1640	Pastime	cutter	10	J. St. Clare Byrne, Esq.	Dickinson
460	Elaine	cutter	10	J. Leitch, Esq.	Dickinson
1498	Naiad	cutter	10	F. A. R. Littledale, Esq.	Dickinson
1486	Mystic	cutter	10	T. H. Ismay, Esq.	Hatcher
267	Cloud	cutter	10	T. R. Bulley, Esq.	
	Mabel	cutter	10	W. S. Kelley, Esq.	
	Wonderful	cutter	10	F. Wall, Esq.	
296	Coral	cutter	10	H. L. Bower, Esq.	
SECOND CLASS.					
	Adele	cutter	5	J. M. Taylor, Esq.	
957	Kate	cutter	5	C. Napier, Esq.	Bishop
137	Barracouta.....	cutter	4	J. M. Hannay, Esq.	Bishop
1678	Pet	cutter	7	A. Pooley, Esq.	Qualtr'ugh

The Elaine did not start. The course was from New Brighton up the Mersey and round the South Powder Hulk, moored off Eastham ; thence round a flag-boat off the Herculanum Dock, and back to New Brighton.

The starting gun was fired at 8h. 50m. 50s., and all the yachts were quickly away. There was a light air from the northward and balloon topsails and spinnakers were in request. The Cloud led, with Mystic second, and Mabel, Pastime, Coral, Naiad, and Wonderful following in the order named. Shortly after the start the wind, what there was of it, shifted to the westward, and spinnaker booms had to be sent forward. Mystic set her spinnaker on her bowsprit when abreast of the Cloud,

off Seacombe. Here the latter caught a little breeze of her own, and kept her lead of the fleet. As the wind drew aft again, spinnakers were boomed out as at starting, and, without any material change of position, the yachts drifted up towards Eastham. They gybed round the Powder Hulk in the following order:—Cloud 4h. 51m. 0s., Mystic 4h. 51m. 55s., Mabel 4h. 51m. 57s., Wonderful 4h. 52m. 30s., Pastime 4h. 53m. 25s., Coral, 4h. 56m. 30s., Naiad, 4h. 56m. 30s., Adèle 4h. 57m. 30s., Kate 4h. 59m. 0s., Barracouta 5h. 0m. 50s., Pet 5h. 6m. 0s.

After rounding, all the yachts except the Coral and the Naiad, stood over to the Lancashire shore close hauled; the Wonderful, keeping a good full, was enabled, in consequence of her light draught, to cross the tail of the Eastham Bank, where there was little or no tide. Pastime and Mabel succeeded in passing the Mystic. The yachts then commenced to make short tacks off the Lancashire side, and in the first tack the Wonderful had weathered the whole fleet, Mabel next, then Cloud, Pastime, and Mystic. On the next tack the Mabel came out on the weather of the Wonderful, and took the lead, but had to give way to her shortly afterwards, as also for the Cloud. The flag-boat off the Herculaneum Dock was passed in the following order:—Wonderful, Cloud, Mabel, Coral (who had been working the Cheshire shore), Pastime, and Mystic. The Naiad, a long way astern, shortly afterwards gave up, and returned to her moorings in the Sloyne, as also did the Barracouta and the Pet. The yachts continued making short boards along the Liverpool side of the river, so as to get the first of the ebb, and the Wonderful gradually increased her lead until the flag-ship was passed in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Wonderful	7	14	45	Mystic	7	22	40	Adele	7	25	10
Cloud	7	19	3	Pastime	7	22	43	Kate.....	7	30	50
Coral	7	19	15	Mabel	7	23	50				

The Cloud, in rounding the flag-ship, lost her topmast. The Wonderful was very well handled throughout, and, after his bad luck on the previous Saturday, nobody grudged Mr. Wall his success on this occasion; whilst the derisive cheers which greeted the arrival of the other yachts testified to the intense gratification of the fishermen on board the numerous shrimpers at the victory of one of their own craft.

In the second class the Adèle had it all her own way, and sailed remarkably well.

ROYAL ALFRED YACHT CLUB MATCHES.

THE double and single-handed matches of this club came off on 1st June, as noticed in the *Magazine* of last month, but owing to the state of the weather, afforded but little incident to interest spectators or readers, while the lamentable accident which occurred in the second, and the loss of one so loved and regretted as poor Mr. O'Connell, will make the day long remembered as the darkest in the annals of the club.

The morning was bright and fine, and the glass not only very high, but rising, and nothing gave warning of the storm of rain and wind which marred all the pleasure of the afternoon, not only at Kingstown but at the various games and sports fixed to celebrate Her Majesty's birth-day.

At 10h. 5m., the following vessels left the harbour to contend for a pair of tankards offered to any two members who, unassisted, should first take a yacht of the club round the No. 4 course (16 miles), viz. :—

Madcap, cutter, 20 tons, the Vice-Commodore—crew, Owner and J. Leslie, Esq. ; Myrrha, schooner, rated at 6 tons, H. C. Fox, Esq.—Owner and — ; Siren, cutter, 20 tons, D. Corbett, Esq.—J. F. Bewley and J. Byrne, Esqs. ; Mocassin, sloop, 10 tons, Wm. J. Corrigan, Esq.—Owner and S. W. Nugent, Esq. ; Petrel, sloop, 10 tons, Wm. G. Jameson, Esq.—Owner and Wm. Power, Esq. ; Queen Mab, cutter, 10 tons, J. G. Drury, Esq.—Owner and G. Drury, Esq.

With large topsails set and main sheets right off, they ran before a nice S.E. breeze to the South Bar Buoy, the Madcap taking a lead she never lost, and early declaring to win in a canter. Time at South Buoy was taken from shore. Madcap 10h. 30m. 20s., Mocassin 10h. 31m. 46s., Petrel 10h. 32m. 15s., Siren 10h. 33m. 18s., Queen Mab 10h. 34m. 30s., Myrrha, who had a bad start, 10h. 35m. 50s. Before they reached Rosbeg, Siren had got into second place, but soon lost it again to Mocassin, again regaining it at South Burford, which they passed—Madcap 11h. 27m. 1s., Siren 11h. 41m. 16s., Mocassin 11h. 44m. 7s. At the harbour hauling buoy they stayed round—Madcap 12h. 11m. 50s., Siren 12h. 36m. 10s., Mocassin 12h. 37m. 15s., the rest having given up, and the race finally ended in a heavy downpour of rain—Madcap 1h. 28m., the only other who passed the flag-ship being Mocassin 2h. 12m., the Vice-Commodore thus winning his first prize in his new ship. The rain now set in so heavy that although there was no wind to speak of, it was doubtful if the single-handed match would take place, but as there were plenty of yachts cruising about, many with large topsails aloft, and the yachts who had been already

round the course not having found any sea to speak of, the gun was fired at 3h. 5m., and they left the harbour in the following order :— Petrel 10, Mocassin 10, Madcap 20, Torment 5, and Peri 5 tons, head sheets being led aft to the cock-pit, and most of them with reefed main-sails, and amongst those who had adopted this precaution was the ill-fated Peri, a vessel which poor O'Connell was particularly fond of, and in which he passed much of his time. It came on thick soon after, and little was seen of them until at 6h. 20m., when Petrel was made out reaching towards the North Burford, and she rounded the South Buoy and came away towards home at 6h. 34m. 36s. A rumour had, however, meantime got about that the sea had got up heavily outside, and that with a flood tide and S.W. wind, the smaller vessels could not face the beat to windward, which was soon converted into certainty by the arrival of the Mocassin, who had borne up between the Burford Buoya, and reported wild weather outside, confirmed by the Heroine, 60-ton cutter, coming in with the loss of her topmast, and the Whirlwind yawl minus her gig from the davits. A steam tug was instantly sent out, with some members of the club on board, to aid the racers, and soon met Madcap coming into harbour with head sheets gone, but as the Pleione schooner had put a hand into her, she needed no help, and soon came to her moorings. The Pleione soon after met the tug, and reported that the Torment had run to Howth, but that the little Peri, manned by Daniel J. O'Connell, Esq., one of the best hands and greatest favourite in the club, had been pooped by a sea, and gone down bodily, and that although they had sailed round and over the place several times, she had not been able to see anything either of the wreck or of Mr. O'Connell. The tug went out and steamed about for some time, meeting the Petrel, and learning from her that she had been round the course and needed no assistance, but did not succeed in finding any traces of the ill-fated boat or crew, and had reluctantly to return to Kingstown, followed by the Petrel, and on arriving they found much anxiety about the Torment, and grief at the news already brought in by the Pleione. A telegram from Howth, however, was received soon after, announcing that the former had anchored safely there, and, the steam tug being sent round, soon brought Mr. Miller back to his anxious friends. Thus ended a disastrous day, and one which shows that with small boats caution is always needful, and that storms will rise and sea get up suddenly, especially in such a wild and changeable season as this has been, and however committees may be laughed at and sneered at for postponing races, such disappointments must be put up with, and are very much more easily borne, and of less consequence than even the

chance of such a sad misfortune and sorrow as has fallen on this hitherto fortunate club, in which the regret for the poor young man so suddenly removed from amongst his friends is most poignant, and fully shared in by the members of his other club, the Royal Irish, and indeed by all, gentle and simple, who knew him. His loss has thrown a great blight over the proceedings of the club, and the matches on 8th and 15th were at once postponed *sine die*, as well as the general meeting to have been held on 3rd, and for many a day his name will be green in the memory of Irish yachtsmen.

A deputation from this club waited on his Royal Highness the Duke of Edinburgh, K.G., R.N., Commodore of the club, at the Viceregal Lodge, on Saturday, the 8th, and presented the following address:—

“TO HIS ROYAL HIGHNESS ALFRED ERNEST ALBERT, K.G., DUKE OF
EDINBURGH, CAPTAIN, R.N., &C.

“MAY IT PLEASE YOUR HIGHNESS—The members of the Royal Alfred Yacht Club beg to offer you their sincere and hearty welcome on this your first visit in an official capacity. They desire to express their appreciation of the high honour and benefit you have conferred on the club by becoming its commodore, and to thank you for the uniform and warm interest you have manifested in its welfare. They further beg leave to convey to your Royal Highness their sense of obligation, not only for the liberality you have shown by presenting prizes for competition amongst vessels of the club, but especially for the assistance you have lately given it towards obtaining the gift of a Cup from her Majesty the Queen. They regret to learn that your numerous engagements during your stay in Dublin have prevented you from presiding at a dinner intended to have been given in honour of your visit, but hope that at no distant period they may be afforded an opportunity of testifying their loyalty to the Crown and respect for your Royal Highness individually, and, in conclusion, beg to wish you sincerely health and happiness.

(Signed) “G. B. THOMPSON, Vice-Commodore.
“GEORGE PUTLAND, Rear-Commodore.
“JAMES A. LYLE, Hon. Secretary.”

To which his Royal Highness read the following reply:—

“GENTLEMEN—I beg to offer you my sincere thanks for your cordial welcome on the occasion of my arrival in Ireland, and to assure you that it is a source of much pleasure to me to find that it has lain in my power to be of service to the Royal Alfred Yacht Club. I was much grieved to hear of the sad accident which has befallen one of its members during the last few days. I regret that the shortness of my stay in Ireland will prevent my having the pleasure of dining with you, and beg you to believe that in the continued prosperity of the club I shall not cease to take very great interest.”

The Corinthian and second class matches of this club were sailed on the

20th and 22nd June, and may be described together, as many of the same boats fought their duels of Thursday over again on Saturday, and both prizes went to the Clyde by the aid of Fife's newest, and, to our eyes, the bonniest specimen of a forty-ton cutter he has yet turned out. Thursday was a lovely day for an amateur match, there being a nice breeze from south-east, just sufficient to allow of large topsails being carried, and it stood steady all day, while the bright sun, blue sky, and smooth water made the Bay of Dublin the perfection of a course to try the mettle of the Corinthian crews, and practice them in the mysteries of setting and taking in spinnakers, jib-topsails, balloon foresails, and such flying kites. The conditions of the match were to be—open to all yachts belonging to members of the club. Flying start: First gun, ten a.m.; second, five minutes after. No vessel to pass a line between the lights on the pier ends until after the second gun. Prize £50, with a prize value £6 for helmsman, and a tankard for each of the crew. No paid hands allowed. All on board to be members of the Royal Alfred Yacht Club, their sons, or members of a royal, recognised, or foreign yacht club, having its head-quarters at least fifty miles from Kingstown. No. 2 course: Round South Bar and Rosbeg Buoys and Kish Lightship to harbour; round again as before, and win at flag-ship, leaving her on starboard hand. Thirty-two miles. No. 2 scale of time allowance, by which Enid allows Alceste and Eveleen 1min. 11sec., L'Eclair 2min. 1sec., Queen 6min. 24sec., Madcap 11min. 40sec. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
530	Eveleen	cutter	32	P. S. French, Esq.	Fife
1769	Queen	cutter	28	J. Spaight, Esq.	Wanhill
1279	Madcap	cutter	20	G. B. Thompson, Esq.	Hatcher
501	Enid	yawl	42	G. Putland, Esq.	Wanhill
26	Alceste	cutter	39	H. Walker, Esq.	Fife
1062	L'Eclair	cutter	37	H. Crawford, Esq.	Wanhill

At exactly five minutes after ten the second gun, which was under the charge of Isaac Williams, Esq., who had been appointed officer of the day, and had charge of the match, went off, and Eveleen darted through the piers with her owner as usual at her tiller, and Messrs. Corrigan, Meldon, Keogh, H. C. Fox, C. Duff, J. Byrne, W. R. Johnson, and F. Teague dispersed at her halyards and sheets. She was quickly followed by Enid, with her blue and silver moon aloft, really fifty-six tons, but rated forty-two by her yawl allowance, and bidding fair to pull off her third prize this season over a course which would be chiefly reaching and running, and where her long floor and power would give her a great advantage. Her owner, the Rear-Commodore of the club, was also at her helm, and Commander Rial, R.N., and Messrs. Hayes, Symes, Pim, Toomey, A. H. Orpen, J. C. Neligan, B. Hone, G. Nugent, and F. Zurhorst, formed her crew, none too numerous for the size of her gear. Alceste was on her weather quarter, sailing almost her maiden race, and steered by David W. Finlay, Esq., one of the most noted yachtsmen of the Frith of Clyde, and owner of the celebrated Phantom.

and formerly of Kilmeny and Torch. His brother Alec acted as mate, and the owner, his son, and Messrs. Lyle, Middleton, Moore, Adam, Peebles, Stuart-Macdonnell, Bewley, G. Smyth, Dudgeon, Maunsell, and R. J. Drury acted as sailors on board. L'Eclair came out fourth, her owner steering her, but with rather a small band of subordinates, comprising Captain Fox, R. C. Neligan, J. W. Harris, John Charley, and two or three others. Queen was next, also steered by her owner, and Messrs. Boxwell, Vincent, J. Nugent, M. Burke, J. Jameson, and another, to help him. Madcap being last and rather over-matched in such company, the Vice-Commodore as usual directing her motions, and with J. Hornby as mate, and Messrs. W. Jameson, Armstrong, E. H. Smyth, and F. Scovel, she was not the worst off for a crew, though the counter attractions of Henley Regatta had robbed her of two of her usual hands. It was a run with sheets well off over slack water to South Bar N.N.E. two miles, and Alceste's crew being very quick with their spinnaker, got it on her before the rest, and ran past Enid and Eveleen into a leading position, which she hardly after lost. Time at buoy:—Alceste 10h. 25m. 30s., Eveleen 10h. 25m. 50s., Enid 10h. 26m. 10s., L'Eclair 10h. 26m. 40s., Queen 10h. 27m. 30s., Madcap 10h. 28m. 2s. The same positions were kept at Rosbeg, except that Enid passed Eveleen, but Alceste drew away slightly, and they could thence just fetch the Kish Lightship with ebb tide to help them, S.E. & S. four and three-quarter mile, before reaching which L'Eclair give up through her bobstay giving way. They jibed round the ship—Alceste 11h. 20m. 30s., Enid 11h. 21m., Eveleen 11h. 23m. 4s., Queen 11m. 26m. 15s., Madcap 11h. 33m. 10s., and it was at once out jib-topsails with the leaders, and very quick Alceste was with hers, Messrs. Dudgeon and Moore being out on the bowsprit, and sending it aloft like practised cutter sailors. Enid also got hers, not so quickly as a stop jammed, and could not be got, broken or cut, for some time; she, however, ran up on Alceste's lee, there she hung, but could not pass, perceiving which her pilot gave her a sudden sweep across the Scotchman's stern, and got on her weather quarter, a luffing match being the usual result of this manœuvre; Mr. Finlay knew better, however, than thus to waste time with Eveleen going dead on her marks, and kept his course, Enid boring up to him and dashing through pier ends abreast. Alceste, however, had nearest berth to the buoy, and got round just the first, but with only ten seconds to spare. Time:—Alceste 12h. 7m. 10s., Enid 12h. 7m. 20s., Eveleen 12h. 11m. 50s., Queen 12h. 18m. 40s., Madcap 12h. 38m. 50s.; sixteen nautical miles in two hours—very good going for forty-tonners, although nothing for Guinevere, Egeria, and Co. Out spinnakers again, and away for second round, Enid running up on Alceste's weather, her boom playing round spinnaker boom of her rival, and threatening a foul; but each kept a steady course and did not touch. Alceste kept more away on nearing the buoy, and Enid making a round turn as she came to the wind, Mr. Finlay shoved his helm down and darted between her and the buoy, barely clearing her rmizen with his bowsprit end and the buoy only by shoving his tiller hard up again to wipe her quarter clear. He came handsomely out on his opponent's weather, however, and as the wind was a shade more true than on the first

round, the cutter rig began to tell, and on reaching the Kish she was well to windward, and got round at 1h. 26m. 40s., Enid 1h. 29m. 10s., Eveleen 1h. 32m. 6s., Queen 1h. 51m. 9s., Madcap 2h. 9m. 30s. It was now all over but shouting, as it was pretty clear that though Enid might, and probably would, outrun Alceste, she could not do it much in six and a-half miles, and would certainly not get past her, and that the one minute eleven seconds would give her the race, and so it proved, for although Enid foamed along under her jib-topsail and balloon-foresail like a wild horse, and drew something on the small one, Alceste kept her lead, and the time taken on rounding the Flora, who acted as flag-ship, were:—

	h. m. s.		h. m. s.		h. m. s.
Alceste	2 13 30	Eveleen	2 20 40	Madcap	3 4 0
Enid.....	2 14 32	Queen	2 46 1		

And thus the charm was broken which for five years had given the Corinthian cup to the smallest vessel in succession in the race, and it went to bonny Scotland, a destination no yachtsman present grudged it as Alceste is a beautiful specimen of a racing cutter, and gallantly came a long distance to compete for, and, as it happened, carry off the great trophy of the club for 1872.

It came on to blow hard with a falling glass during the night, and was so rough and coarse on Friday that it seemed likely that the match on the 22nd would have to be postponed; but towards Saturday morning it moderated, and by ten a.m. it was quite fine, though still with a fresh breeze, but the direction having changed to about W.S.W. the water was sure to be smooth, and the fine, fresh, strong wind which blew steadily was very favourable for trying the real qualities of the vessels engaged, which were the same as on the 20th, *plus* Foxhound and *minus* Enid, whose steersman, Mr. Putland, and five of his amateur crew, went to assist Lord Ailsa in his race for the No. 2 Champion Cup, value £60, presented by the Dublin, Wicklow, and Wexford Railway Company, to be held one year (as per special conditions), with £30 added. No. 2 course and scale of time allowances; open to all yachts of the club not exceeding forty tons; to be steered by members, and if any person not a member touch the tiller, or in any way assist in steering, the vessel, to be disqualified. Paid hands allowed on board only in proportion of one for every ten tons or fraction of ten tons, at which the yacht is entered, all others on board to be members of the club, their sons, or members of a royal, foreign, or recognised yachting club having its headquarters at least fifty miles from Kingstown. No yacht having on board any bags of shot to be allowed to sail, and during the match all the ballast to be stowed under the platform, or in the lockers, and not be shifted or trimmed in any way whatever.

Xema, thirty-four tons, was also entered, but sprung her mast on the way from Queenstown, and Madcap did not start, her owner wisely thinking her chance of success in so strong a day was not great against so much larger vessels, preferring to pay the fine £1—which, by the rules of the club on any member who enters a vessel (for which no fee is charged) and does not start

her—to risking carrying away anything just as the series of regattas in the Irish Channel are commencing.

Alceste made a beautiful start, and was out of harbour in two seconds after the second gun was fired, followed by Eveleen, L'Eclair, Foxhound, Queen. L'Eclair, however, luffed out to the west, and the order read from windward—L'Eclair, Eveleen, Alceste, Queen, Foxhound. The wind now dropped light, and Eveleen set jib-headed topsail, Alceste and Foxhound almost immediately sending a similar sail aloft, L'Eclair setting a square-head. Alceste, however, tore along in wonderful style, leaving a wake like a steamer, and the yachts rounded the South Bar Buoy, first round:—Alceste 10h. 17m. 30s., Eveleen 10h. 18m. 20s., Foxhound 10h. 20m., L'Eclair 10h. 22m. 9s., Queen 10h. 22m. 40s.

Once round spinnakers were brought into requisition, though with caution as the breeze threatened to try the topmasts and preventer backstays, all having a reef down except Alceste, who had her whole mainsail, Queen having two reefs, and her topmast housed, but finding the others leaving her at 10h. 36m., she got up her topmast and set a small spinnaker, but this did not apparently change her position. Alceste got foresail down and prepared to boom out her spinnaker on the starboard hand after passing Rosbeg, Eveleen not being able to gain ground on her. They passed Rosbeg Buoy—First round:—Alceste 10h. 38m. 10s., Eveleen 10h. 39m. 50s., Foxhound 10h. 41m. 30s., L'Eclair 10h. 43m. 20s., Queen 10h. 44m. 26s.

Alceste, after passing the mark, gybed her boom over and set spinnaker to starboard, Eveleen taking in her big one, and setting a balloon foresail on the same hand, and wind freshening up, Eveleen slightly increased her lead of Foxhound, L'Eclair getting away from Queen. The following is the time as taken on passing the Kish Lightship, first round—Alceste 11h. 15m. 7s., Eveleen 11h. 16m. 40s., Foxhound 11h. 18m. 48s., L'Eclair 11h. 19m. 50s., Queen 11h. 24m. 30s.

On staying at the ship, it was down topmasts and topsails with all, and a beat back of six and a-half miles W.b.N. $\frac{1}{2}$ N., Alceste and Eveleen standing to the southward, while Foxhound and L'Eclair and Queen came round on the other tack. The wind lightened as they got up the bay, and they began to sway their topmasts up again, Alceste and Foxhound resetting their jib-headers, Eveleen and L'Eclair small ones, with yards, while Queen shook out her reefs. It looked black and dirty enough over Dublin, but no squall of any consequence reached the bay until they had stayed for the first time round the hauling buoy, in harbour at:—Alceste 12h. 39m. 47s., Eveleen 12h. 44m. 10s., Foxhound 12h. 46m. 54s., L'Eclair 12h. 49m. 47s., Queen 1h. 2m. 36s.

The Alceste thus performed the sixteen miles in 2h. 34m. 47s., Eveleen 2h. 39m. 10s., Foxhound 2h. 41m. 54s., L'Eclair 2h. 44m. 47s., Queen 2h. 57m. 36s., the real distance, however, sailed over having been close on nineteen knots, or twenty-seven statute miles, owing to the frequent tacking. All then canted to starboard, and went away with checked sheets for the South Bar, second round, Alceste sailing once more over the same ground in

one minute and eleven seconds less than in the first round, while Eveleen took one minute and forty-five seconds more.

Queen caught a heavy tornado of wind as she neared the South Bar the second time and had to heave-to and haul down her reefs again, after which she gave up and returned to harbour. They ran out again very fast to the lightship which was rounded for the second time :—Alceste 1h. 43m. 17s., Eveleen 1h. 49m. 25s., Foxhound 1h. 54m. 40s., L'Eclair 2h. 5m. 17s.

Having taken in their topsails again the wind now being much stronger and Eveleen housed her topmast before coming to ship which Alceste neglected and had to stand on the same tack to get it down, and after she had passed the wind suddenly flew round some two points, and Eveleen and Foxhound stood so much higher, that when she came about and met them at 1h. 53m., Eveleen crossed her bows and became leading boat, Foxhound being close astern. Mr. French, came round at once to cover Alceste, but Mr. Finlay and Mackie her skipper were as sharp as he, and shoved the helm down at the same time so as to escape, and went off on other tack, which Eveleen perceiving came round again on Alceste's weather beam, from which position the younger sister slowly but surely eat out and across the bows of her rival, recovering her advantage, and after she had established herself in Mr. French's wind never again left him, Foxhound and L'Eclair making a long reach across the bay to northward, Alceste and Eveleen beat up together tack and tack, and the finish would have been very close had not the wind suddenly lulled in a storm of rain which lasted only two or three minutes, but meantime the ebb tide swept them down, and when the breeze came and caught Alceste, she just scraped in to windward of East Pier, while Eveleen had to make a board which spoilt the end of a beautiful race. The official time being given :—

	h.	m.	s.		h.	m.	s.
Alceste.....	3	10	31	Foxhound	3	31	51
Eveleen	3	19	43	L'Eclair	3	57	40

Alceste thus taking the cup to bonny Clyde for a year, it having been the two previous years to Cork by the aid of Kilmeny, and also winning £80 in cash in the two days, while Mr. Finlay got a clock one day and a locket the other, the Corinthian crew obtaining a mug a-piece as a *souvenir* of two capital days sailing. The cup presented to the club by Her Majesty, and which is a silver tazza of fine size and workmanship value £100 will be sailed for on 16th July, two days before the Royal St. George's Regatta, open to all yachts of a royal, recognised, or foreign yacht club, to be steered by their owners, or by a member of the Royal Alfred Yacht club, and to be sailed strictly under its rules as to paid and unpaid hands, &c. A prize, value £6, for the Helmsman of the winner. Any yacht whose owner is not a member of the club to pay an entrance fee of £2 2s. No. 1 course and scale of time allowance. Flying start. Entries close Friday. 12th July, 2h. p.m., the No. 4 and 5 Champion cups value £25 each, with £15 and £7 added will be sailed on 16th July, and the No. 1 Champion cup value £120 with £35 added, open to all yachts of the club on 19th July, and any names for ballot must be sent to the honorary secretary before the 5th July.

ROYAL THAMES YACHT CLUB MATCHES.

CHANNEL MATCH.

THE course from the Nore to Dover is a very favourite one, and has produced some of the most interesting matches on record. Lord Alfred Paget's *Xantha* won the first of the series in 1866, rattling along the back of the Goodwin and into Dover in slashing style at the early hour of three in the afternoon, followed by *Egeria* as second winner (then almost a new vessel, and not possessing a tithe of her present reputation). In 1870, this contest was remarkable from the strength of the wind and sea, and the consequent number of mishaps, *Oimara*, *Rose of Devon*, and others carrying away bowsprits in the lumpy water caused by the recoil off the South Foreland. But last year the wind was altogether as paltry, and *Egeria*, when leading by a long way off the South Sand Head-ship in the waning evening, found herself completely out-generalled by her second astern, *Commodore Thelluson* in his big schooner, who, hauling out to the southward in search of a breeze, was fortunate enough to find it, and, jibing over, led into the bay at ten o'clock an easy winner, being two hours or so before anything else.

There was no falling off in the entries this year, which comprised the following fine vessels :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1638	<i>Pantomime</i>	schooner	145	J. T. Starkey, Esq.	Ratsey
453	<i>Egeria</i>	schooner	152	J. Mulholland, Esq.	Ratsey
793	<i>Gwendolin</i>	schooner	192	Major W. Ewing	Nicholson
369	<i>Dauntless</i>	yawl	170	F. Willan, Esq.	Harvey
607	<i>Fiona</i>	cutter	77	E. Boutcher, Esq.	Fife
791	<i>Guinevere</i>	schooner	294	C. Thelluson, Esq.	Nicholson
982	<i>Kriemhilda</i>	cutter	107	Count Batthyany	Ratsey
30	<i>Alcyone</i>	cutter	40	Lt. Col. Sir W. Topham	Hatcher
1590	<i>Oimara</i>	cutter	159	J. Wylie, Esq.	Steele
91	<i>Astarte</i>	yawl	72	D. H. Macfarlane, Esq.	Day & Co.
906	<i>Iona</i>	cutter	63	J. Ashbury, Esq.	Ratsey

Muriel and *Hirondelle* were also entered, but did not start.

The first prize was of the value of 100 guineas for first winner, and the second 50 guineas for the first vessel with time of other rig, and the time allowance was a quarter of a minute per ton. Course, from the Nore, outside the Goodwins, to Dover, passing between the end of the Admiralty Pier and a flag-boat moored off.

The *Excelsior* steam-tug brought down the sailing committee and the club secretary over-night, and at 7h. 30m. the start took place.

The wind was light from the northward of west, with a fair tide, and as the yachts were to sail in cruising trim without extra hands, they were all allowed to set mainsails, and schooners foresails also, all having to get their anchors.

Iona was smartest away, followed by Kriemhilda and Fiona, Oimara and Alcyone well up. Egeria was first away of the schooners, Guinevere in close attendance. All indulged in balloon canvas, and spinnakers, square sails, and large working topsails were set to run before the fair wind to the East Shivering Buoy, which was passed in much the same order, the big schooner, however, looking very threatening. After passing the buoy, a gybe became necessary to fetch the Tongue Light-ship (eight or nine miles distant), and Fiona had a little mishap to her spinnaker boom which deprived her of her position. Guinevere had obtained the lead before reaching past the light, Egeria a good second, Kriemhilda third, Fiona well up, but wide; then Gwendolin, Pantomime, Oimara, Alcyone, and Dauntless. They now had a good breeze, and hauling up a little ran past Margate Sand N.E. buoy, Guinevere drawing away from the rest of the fleet. But soon after eleven o'clock the fickle breeze died almost away, and progress was very slow.

At length a squall came on from S.W., and Kriemhilda met with her first mishap, as her topmast went a few feet above the cap, and soon after Egeria's foretopmast went short off. Kriemhilda was in consequence passed by several of her rivals, but Egeria managed to keep second place in spite of her misfortune, and the North Sand Head Light-ship was rounded in the order following :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Guinevere.....	11	58	20	Oimara	12	9	20	Alcyone	12	14	0
Egeria	12	2	20	Pantomime ...	12	10	0	Iona	12	15	20
Gwendolin ...	12	5	35	Kriemhilda ...	12	10	45	Dauntless	12	14	0
Fiona.....	12	6	20								

Thus the Guinevere had achieved the premiership early in the run, and was never afterwards headed. Kriemhilda was sailing extremely well, and could hardly have lost the prize if she had even moderate luck. As Egeria took in her main-topsail and never re-set it, perhaps her foretopmast was no great loss.

They now had to beat along the back of Goodwin to the South Sand Head, with a fine breeze from about W.S.W., and Guinevere, first shifting for a snug main-topsail and then taking it in altogether, and housing topmast, kept increasing her lead; but Egeria stuck to her in a very creditable manner, although we fancy her present tremendous mainsail was a doubtful advantage.

Kriemhilda also improved her position rapidly and had a fine race with

Fiona, soon collaring and passing her, although the latter was well within her time, the Oimara seeming all abroad, and not by any means taking the place expected of her. Mr. Ashbury's cutter, after a flash in the pan at starting, not seeming to be of any use, even to the little Alcione, although very stiff.

The race was now between the two schooners for one prize, Kriemhilda, Fiona, and Oimara for the other, although there was not much chance that either of the big vessels could give the enormous time allowance of a quarter-of-a-minute per ton, which is all very well up to a certain limit, and what approximates that limit some of the big-wigs must surely be able to decide; but when the tonnage runs up to 200 or 300 tons, it must be a veritable flyer, with all her own luck and others' too, that has much chance of pulling off a race.

Off the South Sand Head Guinevere kept all her lead, and soon after made a long leg to the southward, Egeria also sailing well. Kriemhilda and Fiona were hard at it, hammer and tongs, the former with a decided lead, but not much, and the latter sporting a small square-headed topsail; Oimara coming up, but keeping well out like the big schooner.

They raced into Dover bay in the same order, Guinevere getting up her main-topmast and setting jib-header over the last part of the course, in a futile attempt to give Egeria her time. Oimara, on coming in, was drawing up to Kriemhilda, and it was a question which would weather as they crossed; when most unfortunately, when off the cliffs somewhere near the preventive station, about three o'clock, all the Count's chance vanished by his carrying away his mast under the hounds. Luckily no one was hurt, and she was towed in to the harbour to refit. Guinevere kept the lead, but Oimara picked up Egeria, and the race finished as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Guinevere	3	26	0	Fiona	3	51	15	Dauntless.....	4	15	35
Oimara	3	34	0	Gwendolin	4	6	0	Alcione	4	49	0
Egeria	3	49	0	Pantomime	4	14	20	lona	4	58	0

Thus Guinevere defeated Egeria by twenty-three minutes, but having to give the liberal allowance of thirty-five-and-a-half, she was considerably to the bad, and the latter won first prize by time.

Oimara was in seventeen-and-a-half minutes before Fiona, but having to allow twenty-and-a-half, the latter won second prize.

SCHOONER AND YAWL MATCH.

THIS race was sailed on the 17th June, and was more successful than the drifting match which took place when the cutters tried their luck.

The entries were as follows :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
736	Gloriana.....	schooner	133	A. O. Wilkinson, Esq.	Ratsey
793	Gwendolin	schooner	192	Major W. Ewing	Nicholson
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
SECOND CLASS.					
2174	Surf.....	yawl	54	F. D. Lambert, Esq.	Fife
640	Flying Cloud	schooner	75	Count Batthyany.	Inman
726	Gertrude	yawl	68	Major Tharp	Wanhill
857	Hirondelle	yawl	70	J. Graham, Esq.	Wanhill

The prizes were, for first class, value £100; for second class, value £50, and a prize value £25 to second vessel.

Course, from Gravesend round the Mouse Light and back. Time allowance: first class, 12sec. per ton to 150 tons; 10sec. to 200 tons; no allowance beyond. Yawls to add one-fourth of their tonnage.

The voyage of the club steamboat Eagle was delayed, as there was said to have been a strike among the hands at London Bridge, and it was not until a few minutes before noon that the schooners were despatched on their journey. It did not much matter, as though the tide was two hours ebb, there was no wind to speak of, and a repetition of the tedious cutter match seemed looming in the future. They were moored in two lines, the smaller craft a little lower down, but all rather closer than usual; and when they canted to the northward the three in the first class rather hampered each other, and a little fouling of a mild character was the result. When they got clear the Egeria tacked on the north shore off Tilbury Pier, and came out with the lead in her wonted style, followed by Gloriana, Gwendolin last. What faint Zephyrs there were came from the eastward, having previously been "anyhow," but these were hardly enough to allow the exact point of the compass to be determined.

Of the smaller fry Flying Cloud went off in her usual style with the lead, Gertrude and Surf well up, Hirondelle whipping in and seeming rather sluggish. Having made two or three tacks in Gravesend Reach, they laid down the south shore of the Lower Hope, on the starboard tack, when they were favoured with a little better breeze, and began to fall into rank. First came the little schooner, next Gertrude, Surf third, then a gap of something like a quarter-of-a-mile; the Egeria fourth, Hirondelle fifth, Gwendolin, which had reached by Gloriana to windward sixth, Gloriana last. Some of the vessels under a short board or two to keep close into the south shore, while Egeria laid through on one reach, and disposing of Gertrude and Surf, took second place.

The wind had been freshening, and was now a fine topsail breeze from a little to the southward of east, promising a beat down Sea Reach. The Egeria was fast coming up to Flying Cloud, but the little one took a deal of beating, staying so much quicker than her larger rival. But near Hole Haven the Egeria weathered her and took the lead of the fleet for the first time, Gertrude third, Gwendolin, which had been coming up, a good fourth, Surf fifth, Gloriana sixth, Hironnelle last.

At this point of the race commenced a most interesting contest between the leading vessels. Gertrude soon walked past Flying Cloud, and actually appeared as if she had the audacity to threaten to go to windward of Egeria. Spectators opened their eyes wide and waited for the result, nothing doubting but that such temerity would meet with condign chastisement; but as the chase went on, it became evident that the little yawl not only tacked quicker, but was also more weatherly, and below the Chapman she came out on the Egeria's weather, both on starboard tack, and though the latter tacked and put the yawl about, apparently with the intention of covering her, the Gertrude made quite light of the matter and walked away to windward, and the famous schooner was fairly headed.

Below Southend, Gertrude, being leading vessel, crossed close to windward of Gwendolin, and the latter, on port tack, weathered Egeria and took second place, and soon after got by the yawl, and led the fleet, doing much better in the long reaches.

The tide was now nearly done, and no chance of reaching the Mouse comfortably, therefore a mile and a-half below the Nore the steamer was brought up, and the yachts rounded in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Gwendolin	3	22	20	Flying Cloud ...	3	28	5	Gloriana	3	41	40
Gertrude.....	3	22	50	Surf... ..	3	32	7	Hironnelle	3	49	50
Egeria	3	25	5								

All balloon canvas was now put into requisition for the voyage up, spinnakers being in request with all but Gloriana, which stuck to her squaresail and square-topsail.

Egeria had evidently treated herself to a novelty in the shape of an enormous spinnaker, set to the *mainmast* head, with the old one to the bowsprit end, and with the aid of this she soon disposed of Gertrude and ran up to Gwendolin, and off Hole Haven got by and took the lead. Gwendolin, however, would not be shaken off, and came again soon after luffing into the Hope, and they ran close together for some time, the Gwendolin overlapping the other's quarter. There was no getting by, however, and the competitors came in at Gravesend as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Egeria	5	49	50	Flying Cloud ...	5	56	0	Gloriana	6	3	7
Gwendolin	5	50	15	Surf	6	3	5	Hirondelle	6	13	8
Gertrude.....	5	55	25								

The Gertrude, as a yawl, having to add one-fourth of her tonnage, her sixty-eight tons came up to eighty-five, and this made Flying Cloud an easy winner, Gertrude taking the £25 prize.

In this race, from some cause, Egeria seemed hardly in her true form, but still Gertrude sailed remarkably well, and we may expect to hear more of her in the yawl matches. Gwendolin, also, is vastly improved, and we have no doubt her spirited owner will now reap the reward of his perseverance.

ROYAL LONDON YACHT CLUB SCHOONER MATCH.

THIS match was sailed on Tuesday, June 18th, and thanks to a fine breeze, seconded by the able management of Rear-commodore Charlwood, proved a great success; as the yachts not only sailed out the course, but got in at an early hour, which much conduced to the pleasure of the visitors.

The prizes were of the value of £100 for first, and £30 for second, and the course from Rosherville to the Mouse Light and back. Time allowance 15 seconds per ton. The following were the entries :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
453	Egeria.....	schooner	143	J. Mulholland, Esq.	Ratsey
793	Gwendolin	schooner	190	Major W. Ewing	Nicholson
756	Gloriana.....	schooner	125	A. O. Wilkinson, Esq.	Ratsey
640	Flying Cloud.....	schooner	100	Count Batthyany	Inman
806	Harlequin	schooner	100	Lt.-Col. Sir W. Topham	Ratsey

Flying Cloud being only 75 tons rated at 100 to qualify her for the race. The Albert Edward left Blackwall in good time with a party of members and friends, and on arriving at Rosherville no time was lost in getting ready for the start, which took place at 11h. 55m. The wind was fresh from the eastward, giving a beat down and a run back.

The Flying Cloud was as lively as usual with the lead, Egeria second, Gwendolin made a little better beginning than the day before, and got away third, Gloriana and Harlequin bringing up the rear. Off Tilbury Pier Harlequin weathered Gwendolin and took third place, and off the Fort Gloriana did the same, bringing the big schooner last. Flying Cloud was first with jib-headed main-topsail, Egeria following her

example ; Gloriana, Gwendolin, and Harlequin setting square-headers. In the Hope they made a long leg on starboard tack in which Gwendolin ~~to improve~~ her position by reaching by Gloriana to windward. A short board ~~by~~ aught them off Lower Hope Point, where Harlequin and Gwendolin set jib-headed fore-topsails, but Gloriana, Egeria, and Flying Cloud afterwards made all snug by housing fore-topmasts.

The usual fight for the premiership was going on between Flying Cloud and Egeria ; it having become an established order of things that the former should get away some distance at the start, and that the latter should overhaul her, sooner or later. These two were well ahead of the rest of the racing yachts.

Below Mucking the struggle resulted in Egeria going to windward of the little schooner, and off Hole Haven a little skirmish took place between Harlequin and Gwendolin, as the latter was going in on starboard tack, she met the former coming out on port tack. Harlequin seemed to think she could go ahead, but finding out the fallacy of the idea, tacked, but not soon enough to clear Gwendolin, which had to throw up into the wind and stay quite close to leeward of her rival ; a manœuvre which eventuated in her slipping through Harlequin's lee and taking third place. There are plenty of fiery spirits who would have made this the subject of an indignant protest, but in this case the benefit was Gwendolin's, and no notice was taken of it. Soon after Gloriana weathered Harlequin, who thus assumed the post of whipper in, which she occupied for the rest of the race. The breeze lightening somewhat, Egeria and Gwendolin here sent up fore-topmast and set fore-topsails.

Off Southend at 1h. 25m., the cool easterly breeze holding true and fresh, and giving a most enjoyable change from the glare of sun experienced several times this season.

Egeria breasted the Nore at 2h. 40m., having previously dispensed with fore-topsail, and now the course was more open, of course the big vessels made the best of it, and Gwendolin gradually drew on Flying Cloud and took second place about halfway between the Nore and the Mouse. From her performance the day before, it was expected she would soon get the best of Egeria ; but although she drew on her, the latter kept a good lead, and off Warden Point seemed to have the race well in hand, being considerably more than her time ahead of Flying Cloud, and having time to take of Gwendolin, should the latter get by.

But whether fortune was tired of favouring her, or whether *four* first prizes in her first four races this season would have been too much for human nature to bear, we cannot decide ; but certain it is, that now, when she seemed to deserve to win more than the day before, an adverse fate befel

her in the shape of a flaw of wind which came out a little southerly, and freeing her rivals, brought them down in her wake instead of to leeward, and enabled them to make a long leg and just weather the lightship.

The tide was just beginning to make up when they rounded, but the breeze brought them quickly down, and they bore up round the Mouse at the following times:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Egeria	4	1	50	Flying Cloud ...	4	9	40	Harlequin	4	23	0
Gwendolin	4	4	5	Gloriana	4	20	10				

Flying Cloud was thus well within her time, and just as likely as not to carry up the flood and close upon her leaders, and her chance looked cheering.

It is quite an old story to say that “spinnakers, balloon topsails, &c., were the order of the day,” but nothing unusual took place, except that Egeria of course sported her enormous spinnaker and a spare one besides, and that Flying Cloud not only held her own well, but even drew up a little in Gravesend Reach, and the race finished as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Egeria	7	7	10	Flying Cloud ...	7	13	40	Harlequin	7	38	0
Gwendolin	7	9	20	Gloriana	7	22	0				

Thus the little flyer again pulled off the first prize, and richly deserved it, as the way she stuck to the big ones down at the Nore was deserving of the greatest praise.

Egeria has had so much benefit from time allowance in her day that perhaps a little taste of its adverse influence may not be out of place, and surely for once in a way she can put up with second prize.

Gwendolin hardly seemed to do so well as expected, although wonderfully improved, and we may expect to see her taking a forward place in matches over an open course.

The prizes were presented by G. W. Charlwood, Esq. Rear Commodore (being duly christened), and the steamer returned to town at an early hour, after a most delightful day:

NEW THAMES YACHT CLUB MATCHES.

THE schooner match of this club was sailed on Saturday, June 15th, from Gravesend round the Mouse Light and back, for vessels of 100 tons and upwards. The first prize was of the value of £100 and the second £40, and the time allowance was 10 seconds per ton. The following were the competitors:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
756	Gloriana	schooner	133	A. O. Wilkinson, Esq.	Ratsey
806	Harlequin	schooner	100	Col. W. Markham,	Ratsey
1638	Pantomime	schooner	142	J. T. Starkey, Esq.	Ratsey
640	Flying Cloud	schooner	100	Count Batthyany	Inman

The latter vessel was rated at 100 tons, although really only 75, in order to qualify her for this race.

The Albert Edward left Blackwall in good time with a numerous party of members and friends, and on arriving off Rosherville about 11h. 15m., it was found that the vessels had been started by the Commodore at 10h. 43m. to give them a chance of accomplishing the distance, the wind being very light from the west. It was stated by those who witnessed the start, that the Flying Cloud, as usual, was first away, followed by Pantomime and Harlequin, Egeria and Gloriana bringing up the rear.

They ran down Gravesend Reach, and through the Lower Hope in this order (balloon canvas being universally in request), but in the lower part of the Hope the uncertain breeze died out, a drifting match seeming likely to be in store for the vessels and spectators. Egeria, of course, wind or no wind, had worked her way to the front, and had drawn up to the little schooner.

Off Lower Hope Point a light breeze came out from the north-east bringing the yachts close hauled, and causing jib-topsails to disappear at once. A little manœuvring took place between Flying Cloud and Egeria, which ended in the latter taking the lead below Mucking, a little slant of wind bringing Harlequin into third place, Gloriana and Pantomime whipping in.

Here a great change took place, as the light breeze veered round to south-east, and the lucky Egeria being well out in the channel, felt it first, and went away hand-over-hand, followed by Gloriana; the Flying Cloud, which had been hugging the north shore, being thrown quite out, as she had to make a board to the southward, and never recovered her position.

This was the turning-point of the race, as the breeze came out fresh and true, and the yachts rattled merrily down Sea Reach, and a good race and early return seemed probable. They laid down the south shore on the starboard tack a little free, and the Gloriana stuck to the Egeria for a long time, a good half-mile separating these two from the

Flying Cloud, Harlequin, and Pantomime, a few lengths apart in the order named.

The Pantomime closed on the Harlequin after a time, and offered to go by to windward, which was declined with thanks, and she eventually got by to leeward after passing Chapman's Head, and began to draw on Flying Cloud, and below the Nore (about 1h. 30m.) she went by the little schooner to windward and took third place.

The Gloriana held her own well with the Egeria till the Nore was passed, and then Mr. Mulholland's apparently invincible schooner began to walk ahead, seeming to like the fresher wind, although evidently not so stiff as Gloriana. Pantomime also held her own well, and dropped her two smaller rivals a little. The Mouse was rounded in the same order at the following times :—

	h. m. s.		h. m. s.		h. m. s.
Egeria.....	2 11 29	Pantomime	2 21 18	Harlequin.....	2 29 11
Gloriana.....	2 14 56	Flying Cloud...	2 23 12		

The tide was done when the Egeria went round, and the latter vessels had a small taste of the flood to come against, which of course was all in her favour.

They laid back close-hauled on the port tack, and after a long stretch along the edge of the Maplin, the Egeria tacked at 2h. 45m. to the southward, passing about a mile below the Nore Light, and after another board, tacked again to starboard close to windward of the light at 3h. 15m. (having previously abandoned her balloon in favour of working fore-staysail). The others tacked in similar order, the wind having shortened on them, and coming more westerly.

Egeria now made a long leg right up to near Hole Haven, when she tacked with a commanding lead, the close-hauled work suiting her exactly ; she had previously shifted her balloon main topsail, and was now snug under all plain sail.

The wind getting still more westerly, there was plenty of beating, and the Pantomime drew on Gloriana, and in the lower part of the Hope came close up. The fore-topsail of the latter had been badly shaking, and off Mucking it was taken in and not re-set, the topsail sheet sheave being carried away. However, she drew away again from Pantomime, and they came in at Gravesend in the same order as they rounded the Mouse :—

	h. m. s.		h. m. s.		h. m. s.
Egeria.....	5 47 20	Pantomime.....	6 8 55	Harlequin.....	6 34 20
Gloriana.....	6 6 40	Flying Cloud...	6 15 42		

Egeria winning with upwards of a quarter-of-an-hour in hand, and Gloriana carrying off the second prize.

The club steamer returned to Blackwall in good time, the match having been sailed right out, and no protests.

The match of this club to Harwich unavoidably stands over until next month. *Gloriana* won schooner prize, *Surf* the yawl, and *Norman* the cutter prize.

ROYAL NORTHERN YACHT CLUB MATCH.

THE opening cruise of this club took place on May 16th, when the following fleet sailed from Gourock Bay with a light E.N.E. breeze to Garroch Head, a large concourse of persons being assembled to witness their departure. *Leander*, 20, J. Read, Esq., was among the first, followed by *Zampy*, 20, J. M. Forrester, Esq., and *Æolus*, cutter, 62, club yacht. Astern were the cutters *Avon*, 30, A. Sword, Esq.; *Alceste*, 40, H. Walker, Esq.; *Garrion*, 98, T. Houldsworth, Esq.; *Sylphide*, 25, J. L. Mitchell, Esq.; *Maria*, 35, D. Paterson, Esq.; *Lesbia*, 38, D. J. Penny, Esq.; *Calypso*, 20, D. Bremner, Esq.; *Gem*, 15, B. B. Bell, Esq.; *Elfin*, 15, R. Hutchison, Esq.; and *Coolin*, G. Macfarlane, Esq. The schooners were rather numerous and large, and left the cutters a less imposing place than usual. The schooners under way included the *Selene*, 275, D. Richardson, Esq.; *Bluebell*, 170, J. Stevenson, Esq.; *Circe*, 128, T. Stevens, Esq.; *Fiery Cross*, 51, J. Stirling, Esq.; *Amadine*, 88, J. S. Mills, Esq.; *Viking*, 60, R. Macfie, Esq.; *Rowena*, 61, W. Collins, Esq.; *Persis*, 71, J. W. Burns, Esq.; and *Prima Donna*, 35, W. Black, Esq.

The soft wind carried the fleet abreast of Inverkip. Passing the Clock, the white canvas showed whiter against the grey hills of Cowal. From the north shore a north-west wind blew sharp, and the smaller craft sent down topsails and shifted jibs before their sheets were well on board. With the black line of the breeze sheets were flattened hand over hand, and the faster craft were griping up, and head-reaching on the boats that kept their place in the drifting. Hardly had the *Garrion's* boom been got in over the quarter when she edged through the lee of the craft about her. With a foot or more of the sheet to spare, this cutter was not at her best point, but she reached down for the Garroch Head, going splendidly, and walking off from the schooners, which had the reaching wind as well. The wind had freshened into a nice breeze, with smooth water, and the clouds flying across Bute only deepened the blue of the Firth as the gusts came off the Ascog shore. About the *Garrion* and the *Alceste* interest was chiefly felt, and the smaller cutter was evidently finding a wind to suit her. With a second topsail and

working jib, Fyfe's latest was not pressed with canvas, and was carrying what was over her very stiffly. The *Alceste* went by to windward of Avon off the Innellan perch, went through Maria's lee off Toward, picked up *Leander* and *Zampy*, and took second place to *Garrion*, till the *Blue-bell* reached through her lee and was second boat.

The *Garrion* and other yachts hove-to off Garroch Head until the signal for Brodick Bay was given. In the reach across the larger yachts again left the smaller craft, the *Garrion* letting go first, and the *Alceste* coming in second cutter, doing the distance from Gourock Bay in about five hours.

The next morning the sky gave promise of a breeze, but the Firth as far as the heads of Ayr had the shine of a calm, and the hills of Arran hardly sent a puff off the land. The handicap match for a cup, presented by T. Houldsworth, Esq., was to be sailed for, and fear was entertained that a breeze would be wanting. Picturesque anchorage of Brodick Bay had not charms for yachtsmen without wind, and only "deck passengers" watched with pleasure the lights playing above the mountain slopes, or the shadows of the Castle woods in the sea.

About eleven o'clock racing flags were flying over the competing yachts. The *Garrion* carried her burgee, her owner, as donor of the cup, being out of the contest. The red, white, and red of the *Selene*, seldom seen in these waters, was flying, and preparation for hard sailing was evident aboard the big schooners. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1872:

No.	Names of Yachts.	Rig.	Tonn.	Owners.	Skippers.
1968	<i>Selene</i>	schooner	275	D. Richardson, Esq.	Steele
163	<i>Blue Bell</i>	schooner	170	J. Stevenson, Esq.	Nicholson
47	<i>Amadise</i>	schooner	90	J. S. Mills	Fife
1672	<i>Peris</i>	schooner	70	J. W. Bar	
10	<i>Robert</i>	cutter	61	Royal Bot	
257	<i>Circus</i>	schooner	122	Lord We	
604	<i>Fiery Cross</i>	schooner	58	J. Stirling	
26	<i>Alceste</i>	cutter	40	H. Walk	
1742	<i>Prima Donna</i>	schooner	35	W. D. B	
1046	<i>Leander</i>	cutter	20	J. Reid.	
2643	<i>Zampy</i>	cutter	20	J. M. F	
246	<i>Cygnet</i>	cutter	10	G. Ros	
243	<i>Fairy Queen</i>	cutter	9	J. Har	
106	<i>Avon</i>	cutter	30	A. Ser	

Cruising trim, no balloon canvas.

With the starting gun the cutters shot hardly enough of wind to cast them. T under way. The *Selene* and *Amadise* v the others a good start.

Any wind blowing was almost a due north, with airs off the Corrie shore, lifting along the *Leander*, *Avon*, *Zampy*, and *Alceste* till the latter ran into a calm, which gave the other cutters a good start. The *Æolus*, entered for the match, had a good crew, and the benefit of some of the members who were not sailing "a maiden race." This cutter, without any reputation for speed, was going along capitally, and, both going to windward and running, showed very well indeed. The *Alceste* got the wind when the other cutters were a mile or two ahead, and with a fresher puff ran well across towards Inch Marnoch, coming up with the *Avon* wonderfully, and quite astonishing the owner of that cutter and his friends on board, among whom was the owner of the *Phantom*, able to keep the *Avon* to windward of anything she was a match for. The *Alceste* kept griping into the wind, and running the water fast enough to take in the *Avon*, with her head sails barely filled. Going about in the *Avon*'s wake, the *Alceste* edged out to windward, leaving Mr. Sword's boat to go through the larger cutter's lee. The *Æolus*, on the starboard tack, was weathering the north end—the Cock of Arran—leading the fleet, when she was hove about to catch the Skipness shore, and pick up a strong wind off the Cantyre land. The *Alceste* and *Avon* both weathered the Cock, and both were apparently taking in the *Æolus*, with a breeze that blew fair and steady across the sound. There was some fear that the Arran hills might lift the wind, or that the *Æolus* might get a stronger breeze on the weather shore, and the *Alceste* took a board across the sound to share any luck the club cutter might fall in with. The *Æolus* stayed, and the *Alceste* was stayed, with the *Avon* still on the Arran shore, fetching fast along the land, with the breeze steady for all. The *Alceste* and *Æolus* had given the *Avon* some fifteen minutes of a start by their search after a strong wind, but a foot or two of the main sheet aft was some compensation.

The *Alceste* and *Æolus* made up the time lost, and the three were again in company, with a fine reaching breeze, down Kilbrannan Sound. Off Catacol Bay the *Alceste* shifted working jib for reaching jib, and *Æolus* followed suit with the same change. Weathering Arran, the *Avon* was feeling the breeze considerably, while the *Alceste* was standing well up; but in the reach to Campbelton the *Avon* was to benefit by a point of sailing she has always done well in, and the *Alceste* might find her extra tonnage no advantage with the sheet free. The three cutters, all good boats, looked remarkably well, going as fast as canvas could drag them, and leaving the whole fleet astern. The *Garrion*, which had had a late start, and which kept going to leeward of all the

racing yachts, had got clear of the fleet, and came reaching down after the leading boats with an unmistakable speed. Going by to leeward, she took in the cutters easy, but kept them in view with lifting canvas as far as Campbelton Loch. Without the Oimara beside her, it was not possible to speak of the Garrion's speed, but she left a more favourable impression than she did last season by her performance off and on the wind.

Weathering Arran, the schooners got their sheets off, and, getting their own wind, were coming fast down upon the cutters. The Selene, carrying jib topsail and all ordinary canvas, picked up wonderfully after her bad start. With her new canvas, big sails, and the name Channel yachtsmen give her, it was supposed the Bluebell would leave the Selene no chance under her reduced cloth ; but going by the wind, even in the light breeze, the Selene took in the Bluebell hand over hand. In the last board to weather Arran, the Selene tacked astern of the Bluebell, and, laying up Loch Fyne on the port tack, Mr. Richardson's schooner weathered the Bluebell as easily as a cutter might have done it. With her sheet off, the large canvas of the Bluebell dragged her down Kilbrannan Sound at a good pace, and when the wind softened she held her own against the Selene. In a stronger gust off the Carradale shore the jib topsail of the Bluebell carried the foretopmast out of her ; but the wreck was soon cleared away, and enough of canvas was drawing to keep her close at the heels of the Selene. Nearing Davar, the Alceste had the cup safe in her locker, with the Æolus and Avon far enough astern for any handicap time they may have been allowed. The Selene and Bluebell, from their heavy time allowances, were even at a safer distance ; but the latter schooner came crowding down on the Alceste's weather quarter, as if she meant to give the Æolus and Avon a chance of getting inside their time. The Alceste, to save herself, kept griping in upon a very bad shore, with the Bluebell following her, to the hazard of both vessels. The master of the Bluebell, if he knows anything at all about racing, ought to have known that, in covering the Alceste when his own vessel was practically out of the race, he was doing what was very unfair or very stupid, and which his owner would have protested against had he been aware of the unseamanlike conduct. The Garrion led into Campbelton Loch, followed by Selene, Bluebell, Alceste, Æolus, and Avon. The Alceste took the Commodore on the wrong side, and lost a minute or two, but had time enough and to spare to secure the trophy, Avon winning the second prize.

ROYAL CINQUE PORTS YACHT CLUB.

THE following are the conditions, &c., of the Channel race, which took place on Friday, June 14th, from Dover, crossing an imaginary line marked by two flag-boats moored off the Admiralty Pier, round a flag-boat off Boulogne, and on returning, to pass between flag-boats in Dover Bay ; time race, 15sec. per ton ; R.T.Y.C. regulations ; first prize 50gs., second (to the first of rig other than winner) 20gs ; to start under way. The following yachts started :—

Numbered as in Hunt's Universal Yacht List for 1872:

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
906	Iona.....	cutter	63	J. Ashbury, Esq.	Ratsey
607	Fiona	cutter	77	E. Bontcher, Esq.	Fife
793	Gwendolin	schooner	190	Major W. Ewing	Nicholson
60	Anita	schooner	42	H. Studdy, Esq.	Simons
369	Dauntless	yawl	170	F. Willan, Esq.	Harvey
91	Astarte	yawl	72	J. D. M'Farlane, Esq.	Day & Co.
1590	Oimara	cutter	159	J. Wylie, Esq.	Steel

The Fiona and Iona crossed the imaginary line almost simultaneously, and led off, both having very cleverly worked for position. Next came Gwendolin, Anita, and Astarte, Oimara, putting the "wet blanket" on Dauntless at the outset, and the latter as a consequence for a few minutes was not set going ; the whole, however, got away well within the prescribed limit of time. Fiona, Iona, and Oimara, in addition to the four working sails, ran up jib-topsails, Gwendolin and Anita balloon-topsails, maintopmast staysails, and jib-topsails, Dauntless and Astarte balloon topsails, with a fine jib-topsail on Mr. Willan's yawl, Astarte plainly sailing at a disadvantage through the want of the last-named valuable light-weather sails. A light S.W.b.W. breeze against the ebb had the effect of raising a slight ripple upon the Channel's surface, which, with a cloudless sky, made up a perfect summer's day, but the very opposite for a racing one. For the first mile of water sailed over Fiona and Iona sailed a beam and beam race, after which Fiona kept away, rap full, and laying a course slightly to leeward of her destination. Iona, on the other hand, hauled up a point to windward—with commendable judgment—as there was every appearance of the wind narrowing. Oimara, striking on the trail of Mr. Ashbury's cutter, was followed by Dauntless. Anita screwed to windward until she headed from under Shakspeare Cliff, her light rites being quite a curiosity, but as far as the race was concerned making but a sorry show. At 11h. 30m., according to anticipation, the wind changed slightly to south, Iona and Oimara at once hardening in sheets on coming on a taut bowline, Fiona being full three-quarters of a mile

under the lee-bow of Iona, Oimara fine on latter's weather-quarter, feathering at the stem, and foot by foot surely getting Iona in the toils; Gwendolin racing along a quarter of a mile distant on Oimara's lee-beam, Dauntless half a mile slick over Iona's taffrail, Astarte one mile and a half further in the rear, and Anita like a toy boat in the dim distance. The sun was just over the foreyard when the Varne was brought abeam, Fiona's straight course taking her too leeward of this Channel shoal buoy, whilst the rest, except Gwendolin, passed with a good weather berth. At 12h. 15m. Iona and Oimara were just looking their course, the wind coming so short that Iona's jib-topsail (a sail, by the way, much too large to stand on a wind), was run down when the weather of the sail began to lift. Oimara, too, freezing herself right dead in wind of Mr. Ashbury's yacht, and stopping the latter as much as if Teneriffe had slipped moorings, and taken Iona's "weather wind." Commodore Thellusson's Guinevere, accompanying the race, illustrated about this time her marvellous speed in light weather by stealing clean through Gwendolin's lee, the latter, however, showing herself to be a greatly improved vessel, and although hard jammed by the wind, head-reaching fast away from Iona, Fiona and Oimara also coming back to her; but Mr. Willan's new yawl held on too, and had the measure of colour green to a shadow. At 12h. 45m. Cape Grisnez bore S.E. by S., distant nine miles from Iona, the French land looming up hot and hazy as Guinea. A few light flying clouds having disappeared from the sky a drift appeared to be certain, the scalding noonday sun eating up the easternly-bound zephyrs, and truly, if ever, the "silver streak" was at rest. Under Grisnez it was evident Fiona got hold of a nice land draught. At 1h. p.m., Mr. Boucher's cutter was leading about three miles distant on Oimara's lee bow. Astern of the latter, divided by a mile of water, came Iona, Dauntless and Gwendolin, although in advance, bearing about three-quarters from the lee-bow of Mr. Ashbury's cutter, and Astarte, who had slightly come up, two miles, and Anita five miles astern of Iona, the latter on again getting jib-topsail to stand marching up in good style to the pioneers. At 1h. 40m. the towers of Boulogne were away on Fiona's weather-bow, and right on to Oimara, Iona, and Dauntless's bowsprit ends, the latter sheltering Gwendolin, an unappreciable style of cherishing, this pair, with a nice breeze in their sails, racing along a really fine beam-and-beam match. On Fiona's shutting in the headlands a shade of anxiety involving the question of weathering the mark-boat was quickly set at rest by a slight westerning of the wind, and a drain of the young flood was now hard at the luff of the lee bow. Through this taste of veering Oimara and Iona's weatherly berths were

not of the slightest utility, as sheets were eased off, and the yachts bearing away for their object. In addition to this unlucky turn up Iona was left in a perfect amphitheatre of calm, and with the sun registering 98 reflected from a glassy sea, her case could be unhappily likened to Coleridge's "played out" Ancient Mariner. Fiona and Oimara, with their sails asleep, managed, however, to intercept the breezes, Mr. Boutcher's cutter over every mile stepping foot by foot away from the leviathan, and on the single long reach from Dover to the Gallic shores administered the most severe whipping Oimara has in her little day experienced. At 2h. 24m. Fiona jibed over for rounding the mark-boat, Oimara eight, Gwendolin thirteen, and Dauntless twenty-one minutes after, and Mr. Ashbury's cutter, per coaxing and whistling united, thirty-five minutes from Fiona. Astarte and Anita, with through and through pluck, worked hard to follow suit, but with the wind on the truck and a lee tide, as they were not smoke jacks, it soon became evident their efforts were in vain, the chattering colony of "Johnnies" in the mark-boat not seeing the force of waiting for the two A's, and thereby getting frizzled retired to the fastness of Boulogne Harbour ere either Mr. M'Farlane's yawl or Mr. Studdy's little schooner had fair opportunity of circumnavigating this their southerly limit. A few moments after Fiona rounded well nigh a clock calm reigned supreme, yet those who had got clear with checked sheets, weather tide, and all light muslin, gathered good steerage way, Iona, Astarte, and Anita, in addition to the roaring calm, having lee tide to contend against. The following are the times of rounding :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona	2	24	30	Gwendolin	2	38	20	Iona	2	59	0
Oimara	2	32	0	Dauntless	2	47	0				

Fiona run up spinnaker on bowsprit, and with boom over the star-board side carried a faint south-west breeze, Houston making a direct course N. $\frac{1}{2}$ W. for Dover, Oimara, Gwendolin, Dauntless, and Iona, with keen forethought of meeting a westerly tide on the English shore, keeping a point east of north. At 4h. p.m. Fiona, running on the same jibe, had covered some miles, but after this we can spare time by saying that the merest drifting match for another four hours continued, Iona for three hours not moving Grisnez a perceptible inch, and in fact not until 7h. p.m. getting White Nose open.

At 7h. p.m. Fiona, with a greatly increased lead of all, closed in with the Varne, and yet carried a little leading draught, Gwendolin and Dauntless closing with Oimara, who was cutting an easterly angle, and Iona decidedly drawing up on the last named trio. At sundown, Iona, astern, took a nice draught southerly, and set spinnaker square, the last

named system of carrying this famous running sail having been adopted an hour previously by the leaders.

At 9h. 30m. p.m. Fiona found the ebb to be coming down strong, and by easterning the course and drawing in sheets, checked the Channel race, the leader heading in for the Foreland, and by very cleverly handling passed between the boats at 10h. 45m. Oimara ignoring the tide's existence, made a bungle of getting in, and had to anchor outside of line. Dauntless and Iona, who came in close together, were handled in a masterly way, and Gwendolin, who had unaccountably been run through by both Mr. Ashbury's and Mr. Willan's vessels, squeezed in next. The sternmost yachts persevered to the last, as in such light and fluky weather it was anybody's race until won, and but for a westerning of the breeze in the shape of a land draught, Fiona would have been much closer put to. That she won a good race in her old form is beyond question, yet it is to be regretted that a lack of wind should have to an extent marred what would otherwise have been a satisfactory day to all parties concerned. The following are the times of arrival :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona	10	45	15	Iona	12	44	0	Gwendolin	1	7	0
Dauntless	12	39	0								

The Dover papers having got wind that according to Thames rules a match not finished by 9h. 30m. p.m. would have to be resailed, a protest was lodged by a gentleman on behalf of Mr. Wylie's Oimara, but subsequently withdrawn, and the 50 guineas presented to Mr. Boutcher's Fiona, Major Ewing taking the prize for first of rig other than winner of 20 guineas.—*Bell's Life*.

PRINCE OF WALES YACHT CLUB MATCH.

THIS popular club was afloat again on Wednesday, 19th June, with a match for yachts of ten tons and under. The day was not a very favourable one for yacht sailing, but the match was interesting enough. The steamer Queen of the Thames, with the Commodore, Cecil Long, Esq., and a large party of members on board, accompanied the match, and if the wind was not sufficient to render the contest really exciting, a great deal of interest could be taken in the wonderful performance of the little Arrow. She is a vessel of very large displacement for her dimensions, but in this she does not differ from many other known fast boats. A larger boat named L'Erie, built on similar lines, made her *debut* in this match, and although she is not a vessel that very readily commends herself to the eye, she undoubtedly has speed if properly handled. On this occasion she came to ultimately grief by carrying away her topmast; but she had done nothing up to that time to make us

think she could acquit herself as the little Arrow (better known as the Madge) did. Aerolite ran and reached remarkably well going down, but she did not seem quite so clever by the wind, and was beaten by both Ripple and Arrow in the turn back. But the wind was very paltry, and turning over a tide at all times is an uncertain trial of boats, as a knowledge of the water is almost the sole means to success.

The prizes were £15 and £5. Cruise from Erith to the Chapman Light and back. The entries were as follows:—L'Erie, 10 tons, Major Lenon; Arrow, 5 tons, J. A. Sparvel-Bayley, Esq.; Aerolite, 8 tons, Messrs. Dowdall and Cooper; Marguerite, 7 tons, C. Eltham, Esq.; Ripple, 9 tons, W. Davis, Esq.; Bessie, 9 tons, W. Hewett, Esq.

Owing to the lateness of the tide, the match was fixed for the rather late hour of 12h. 45m., and then the yachts had nearly the whole of the ebb to work in going down. They went off with a light southerly breeze through Erith Rands, the Bessie in turning down getting to windward of the fleet, whilst the L'Erie acted as whipper-in. Half-way down Long Reach they got a stronger wind more aft, and backstays required some looking after. The L'Erie was now doing much better, and the Bessie's lead had been wrested from her by the Aerolite, Ripple, and Arrow; they went down the tide very fast, and it seemed quite on the cards that the L'Erie would walk through the lot; but in the Northfleet Hope she, after several warnings, let her topmast go over her bows. But she was not settled yet, and getting a jury mast on end, a jib-header was afterwards sent up, and she hung to the others very well. The Aerolite still led going down past Gravesend through the Lower Hope to the Chapman, where they rounded the steamer at—Aerolite 3h. 19m. 30s., Ripple 3h. 24m., Bessie 3h. 24m., Arrow 3h. 24m. 30s., Marguerite 3h. 29m. 55s., L'Erie 3h. 35m.

The ebb now had not much more than half run out, and, with a pottering north-west wind to beat against, the return to Erith promised to be a very slow affair. The rounding was a very pretty one, the Ripple and Bessie hauling round her stern at the same moment, and indulging in some fo'c'stle compliments about room. But, to prove that there was room enough, the smart little Arrow shot up inside them, and this feat immensely amused the spectators on board the steamboat. Soon after rounding the Aerolite, Ripple, Bessie, and Arrow hove about, and stood over under the south shore across the tide; the wind was very faint, and it looked as if either yacht would be doing a clever thing if she let go a kedge whilst the others were driving broadside down the river. But presently a coarser breeze came out and, ripping across the tide, they got into the slack water on the edge of the sand. The Aerolite was the first to get clear of the tide, and instantly went round, weathering the whole fleet. All, with the exception of L'Erie and Marguerite, who stuck to the north shore, and were left miles to leeward, were now pegging along the sand by very short boards, and the object of interest at this work was the Arrow, who, griping to windward in the most wonderful manner, soon put the whole fleet under her lee. But off Gravesend the Ripple, forereaching her, was able to tack across her bows, whilst

the Aerolite could not look at them, and was fast dropping out of sight. There was some pretty sailing between Ripple and Arrow through the other reaches, and the two leaders fetched off Erith at—Ripple 8h. 43m. 10s., Arrow 8h. 45m. 10s.

The Arrow won the first prize by time, and the Ripple the second prize—*Field*.

THE TEMPLE YACHT CLUB MATCH.

THE first match of this club was sailed on June 14th, the following yachts having entered:—

First Class—Bessie, 10 tons, H. W. N. Hewett, Esq.; Rifleman, 7 tons, J. Pim, Esq. Second Class—Vision, 4 tons, W. Tarner, Jun., Esq.; Gnat, 4 tons, B. Hatchman, Esq.; Leo, 3 tons, A. Richardson, Esq.; Little Tartar, 3 tons, J. Havart, Esq.; Wanderer, 4 tons, L. Annoot, Esq.

The Little Tartar did not start.

The respective stations were taken at 10h. 15m., the Rifleman, through some misunderstanding, being delayed. The second class was started at 11h. 7m., the first class five minutes later. The wind being light from S.W. to W.S.W., balloon canvas was the order of the day. The Bessie soon worked her way clear, and was leading at the Southern Outfall, followed by Gnat, Wanderer, Rifleman, Vision, and Leo.

The steamboat which accompanied the match, with the Commodore and a fashionable company on board, was brought up off Purfleet, when the boats rounded in the following order—Bessie 1h. 49m., Gnat 1h. 57m. 15s., Rifleman 1h. 58m., Wanderer 2h. 3m., Vision 2h. 17m.

The wind having freshened a little, the winning buoy was rounded—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Bessie	3	9	6	|	Gnat	3	31	|	Vision	3	54
Rifleman	3	16	30	|	Wanderer.....	3	36	30			

The prizes were given away by the Commodore on board the steamboat. Bessie, 1st prize, 1st class; Gnat, 1st prize, 2nd class; Wanderer, 2nd prize, 2nd class.

The course for this match was from Charlton round the red buoy, "Ship and Lobster," Gravesend, and back to Charlton.

LOSS OF THE LITTLE HIRONDELLE.—On Saturday, June 1st, about two o'clock, the Little Hironnelle, 22 tons, the property of T. H. Powell, Esq., was run into off Folkstone, by the collier Surprise of Maldon, and immediately sank. Fortunately Mr. Powell with the captain and men, were on board, and they at once took refuge in the collier. Within a minute and a half of being struck, the yacht had disappeared—a total loss to her spirited owner, who will, we hear, be shortly in possession of another craft, and pursuing "the even tenour of his way."

Death of Daniel J. O'Connell, Esq.

AMONGST the fatal accidents (happily by no means numerous) which we, as the chroniclers for so many years of the yachting events of the United Kingdom, have had to record in the pages of this *Magazine*, none has been more melancholy or touching than that by which Mr. Daniel J. O'Connell was cut off in the prime of youth and strength owing to the foundering of the little yacht in which he was sailing a race in Dublin Bay on the 1st of June last. The particulars will be found in another part of this number, but we cannot refrain from adding a few lines as a faint expression of the grief which the accident has caused amongst those who knew and loved him well.

Mr. O'Connell, who was born in March, 1839, was the eldest son of the late John O'Connell, Esq., long Member for the City of Limerick, and himself an ardent yachtsman, having been for many years a flag-officer of the Royal Western Yacht Club of Ireland, whose broad pendant he flew in the *Nimrod* cutter. The subject of our notice was called to the Irish Bar in 1864, and went the Munster circuit, where his own abilities, and the honoured name he bore as the grandson of one of Ireland's most gifted sons, were rapidly bringing him into notice, while his social qualities and kindly temper and disposition endeared him to all, high or low, with whom he was brought into contact. With his brother yachtsmen of the Royal Alfred and Royal Irish Clubs, he was an especial favourite, and no crew or party was considered complete without an attempt at least to include Dan O'Connell in its number, and whether as a working hand in a rattling match, a cheery companion on a cruise, or the merriest of the merry in the cabin when at anchor, he was unsurpassed on the Irish coast. His narrative of a cruise in the North Sea contributed to this *Magazine*, is full of useful hints as to lights, pilots, tides, &c., and the accuracy of what he laid down may be fully relied on, as he was a thorough sailor, and knew well the value of such scraps of information to his brother yachtsmen, and also how necessary it is that the bearings, &c., should be accurately taken. The humbler classes, both in his Kerry home and about Kingstown, adored him, and it was truly piteous to see the face of one weather-beaten salt after another puckering up while he endeavoured to conceal the tears which stood in his eyes as he spoke of the loss of Master Dan, and of the uselessness of the efforts, most cheerfully made for days together by the skippers and crews of the yachts in harbour, to recover his remains. What the blow must have been to his widowed mother, to whom he was as the very apple of her eye, and to his whole family, we can scarcely picture to ourselves, but take it all in all, a sadder accident has not occurred for years, nor one which has cast a greater gloom over the yachting of Dublin Bay, and we trust it may be long before such another is inflicted. The members of his clubs and brother yachtsmen intend to show their deep regret for his loss and for the sad event which caused it, by erecting some tribute to his memory, and have appointed a Committee to consider a suitable place for a memorial; but it will require none to keep his form and features green for many years in the hearts of Irish yachtsmen.

REGATTAS AND MATCHES.

- July 1st—New Thames, yawl match.
 1st—Royal Mersey regatta.
 2nd—Royal London, third class cutter match.
 2nd—Royal Mersey, Liverpool to Barrow.
 2nd—Barrow, Kingstown to Barrow.
 3rd—“ Regatta.
 4th—“ Barrow-in-Furness to Clyde.
 5th—Royal Clyde, Hunter's Quay, Holy Loch.
 6th, 8th,—Royal Northern, Greenock.
 10th, 11th,—Royal Yorkshire regatta.
 11th—Norfolk and Suffolk at Wroxham.
 11th—Royal Ulster Regatta, Belfast Lough.
 12th—“ Channel match to Kingstown
 13th—Prince of Wales, to Ramsgate.
 15th—Royal Alfred, Queen's cup.
 15th—Temple, from Erith round Upper Blyth and back to Charlton.
 15th—Grimsby regatta.
 16th—Ranelagh, Erith to the Chapman.
 17th, 18th—Royal St. George's Regatta.
 24th, 25th—Royal Cork Regatta.
 27th—Junior Thames, two matches.
 30th—Southampton regatta.
 31st—Royal Southern regatta.
- Aug. 1.—Royal Ulster Channel Match
 3rd—Cheshire, first and second class.
 6th—Royal Yacht Squadron commences.
 8th—Norfolk and Suffolk, at Oulton.
 12th—Royal Victoria Yacht Club commences.
 12th—Royal Welsh Regatta.
 14th—Temple, Gravesend to Margate.
 15th—Ranelagh, third match.
 17th—Cheshire, first and second class.
 17th—New Brighton.
 19th—Royal Albert regatta commences.
 21st, 22nd,—Royal Western Regatta at Plymouth.
 22nd—Teignmouth regatta.
 23rd—Brighton regatta
 26th—Boulogne regatta.
 26th, 27th,—Torbay Royal Regatta.
 27th—Junior Thames, Greenhithe to the East Blyth Buoy.
 28th, 29th,—Royal Dart Regatta.
 31st—Royal Ulster single-handed match.
- Sept. 3rd—Royal Cornwall regatta.

The Cinque Ports, Harwich and other regattas unavoidably postponed, also some come communications to "Editor's Locker," which arrived too late for insertion.

HUNT'S
YACHTING MAGAZINE.

AUGUST, 1872.

NEW THAMES YACHT CLUB MATCHES.

On Thursday, June 29th, an ocean race between yachts of members of this club took place, the course being from Southend to Harwich. There were three prizes—£40 for schooners, £30 for yawls, and £30 for cutters. The steamer Queen of the Thames was engaged by the club to accompany the race, and at 8h. 40m. the start was made. The following were found at their post:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
541	Fairlie.....	cutter	15	J. A. Limbert, Esq.	Fife
1538	Niobe	cutter	40	A. Heymann, Esq.	Hatcher
1304	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
756	Gloriana.....	schooner	133	A. O. Wilkinson, Esq.	Ratsey
412	Dracæna.....	schooner	109	J. D. Lee, Esq.	J. White
421	Druid	yawl	77	T. Groves, Esq.	Harvey
1567	Norman	cutter	40	Major Ewing	Hatcher
2174	Surf.....	yawl	54	F. D. Lambert, Esq.	Fife
806	Harlequin	schooner	102	Colonel Markham	Ratsey
2361	Thought.....	cutter	28	G. Wells, Esq.	Hatcher

The time allowance for schooners was 15secs. per ton, for yawls 20secs., and for cutters 30secs. At the time of the start there was a

fresh breeze blowing from the north-west, which continued for some time, but the race was finished almost in a calm.

The Norman was first under way, followed immediately after by the Surf, which shortly showed a slight lead of the Thought and Druid. Of the schooners, the Dracæna led, Harlequin was second, and Gloriana third. At half-past nine, at the Nore, the order was—Norman, Thought, Surf, Druid, Niobe, Fairlie, Marina, Dracæna, Harlequin, and Gloriana. The Maplin Light was breasted as follows:—Gloriana 10h. 47m. 0s., Norman 10h. 51m. 0s., Surf 10h. 52m. 0s., Dracæna 10h. 53m. 0s., Druid 10h. 53m. 30s.

The Marina had just before this, when abreast of the Mouse Light, lost her topmast and sail, which, falling on the gaff, broke it, causing the rigging to hang over the side, and she was in consequence unable to proceed. In passing the Swin Middle Light, Gloriana was the first at 11h. 16m. 30s., Norman was second, about 5m. behind; Thought and Surf followed within 2m.; another minute brought Dracæna, followed shortly by Druid, and at a longer distance by Harlequin and Niobe very close together. The Gloriana passed the Gunfleet Buoy at 12h. 30m., more than a mile ahead; but shortly after the Harlequin neared her very quickly, the cutters coming down swiftly at the same time. Between the Cork Light-ship and the Harbour, the Norman passed the Gloriana, which latter breasted the Cork at 2h. 27m. 50s., but she regained her position. The time was taken from the pier-head, at Harwich, by B. P. Goodwin, Esq., Hon. Secretary and Treasurer of the Royal Harwich Yacht Club, as the yachts reached the winning post as under:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Gloriana	3	36	30	Harlequin	3	51	23	Thought	4	1	3
Norman	3	38	25	Druid	3	56	23	Dracæna	4	6	25
Niobe	3	49	10	Surf	3	58	55				

Gloriana won the schooner prize, Norman the cutter prize, and Surf the yawl prize by time. The Norman went the wrong side of the flag-boat, and was thus detained some 3m. 25s. She would otherwise have been in 3h. 35m. at the head of the fleet.

YAWL MATCH.

July 1st.—This is the first race which has taken place in the river exclusively for yawls, although a cup was before sailed for by vessels of that rig, but it was as an adjunct to a schooner match. On the present occasion valuable prizes of £100 for first, and £40 for second prize was offered, and it might have been expected that a better show of yawls would have been the result. The following vessels entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2489	Volante	yawl	60	C. Maw, Esq.	Harvey
1395	Mignonette	yawl	33	T. Hall, Esq.	Aldous
421	Druid	yawl	77	T. Groves, junr., Esq.	Harvey
369	Dauntless	yawl	160	F. Willan, Esq.	Harvey
2174	Surf... ..	yawl	54	F. D. Lambert, junr. Esq.	Fife

Of these Volante and Mignonette were absentees. Course from Gravesend round the Mouse and back. Time allowance, 30 seconds per ton up to 50; 15 seconds up to 100; and 5 seconds beyond.

The Albert Edward left Blackwall punctually with a limited party of members and friends, and at Gravesend the three competitors were found moored in very irregular order; Druid three or four lengths higher up than Dauntless, and Surf some 150 yards lower down, having dragged. Dauntless also had dragged, and rode by her own anchor, which was slipped.

The start was made at 11h. 50m.; wind light from a little to the northward of west. Druid soon had her mainsail up, and ran by Dauntless to windward, but the little Surf, from her size and the advantageous position she occupied, of course took the lead, running up spinnaker at once. Druid set working topsail, balloon foresail, and afterwards squaresail with triangular topsail over; Dauntless, of course, was longer in getting in trim, and sported balloon jib, working topsail, squaresail, jib-topsail, &c, and afterwards mizen staysail.

The wind was nearly aft for the run down Gravesend Reach, and on luffing into the Hope, Surf's spinnaker disappeared and jib-topsail was set. They now felt the wind fresher, and half-way through the Hope, Dauntless challenged Druid, and gradually drew by to windward. The wind was nearly aft in Sea Reach, and off Scar's Beacon, Dauntless gybed to port, the others keeping booms over to starboard.

Surf held her own well, and off Chapman's Head at 12h. 45m. had a good lead, the light breeze suiting her. Half-a-mile astern came Druid and Dauntless beam and beam, the former keeping well over to north shore, the latter more towards the middle of the river; wind right aft. The breeze held fresh, and a quick run on the ebb tide promised to bring them down to the Mouse long before low water. Surf kept all her lead, and drew faster away from Druid, Dauntless being so wide that an opinion could hardly be formed of her relative position until the vessels drew together on nearing the Mouse. Off the Nore at 1h. 25m., and soon after Surf gybed to starboard, having previously taken in head-sails.

On reaching the Mouse, Druid was found to have a slight lead of Dauntless, the Lightship being hauled round at the following times:— Surf 2h. 12m. 39s., Druid 2h. 17m. 30s., Dauntless 2h. 18m. 11s.

They stood over to the northward to work short boards along the edge of the Maplin, there being about one-and-a-quarter hours ebb to go; and immediately after rounding, Dauntless gave a smart nip up, and the effect of this was, that at the end of the short reach she weathered Druid and went by to windward, and it seemed as if the big one was going to have it all her own way. Druid, however, was not to be had in this easy way, and a magnificent race between the two big ones ensued all the way up, Dauntless not being able to get away any distance.

Off the Blacktail Buoy Dauntless on port tack reached close by Surf on starboard tack, and led for the first time, Druid soon after treating the little one in the same manner.

The breeze was now rather uncertain, sometimes northering slightly, and getting lighter. They were off Southend Pier at 4h. 40m., having been two-and-a-half hours beating up from the Mouse. The wind was now fresher, and Surf had quite as much as she knew what to do with, her angle of inclination being sometimes rather greater than was good for her; but no alteration was made, it being expected, no doubt, that the wind would lighten. The big ones were now getting away, and her chance of saving her time became gradually more doubtful.

The struggle between the two D's. was very interesting, as Dauntless could not get far away; but this can hardly be wondered at, as she required at least one-fourth more canvas in proportion to that carried by her competitor, being only sparred for cruising. Off Hole Haven at 5h. 45m., Druid had drawn up a little, and further diminished the gap by reaching from just above here right through the Hope, Dauntless making a short board of doubtful benefit.

The race continued all the way up, Druid seeming pretty safe for first prize, and the question being if Surf could save her allowance of sixteen-and-a-half minutes. Gravesend Reach brought them close hauled again, and making a few boards very smartly, the race came to an end by the vessels rounding the winning buoy thus:—

	h. m. s.		h. m. s.		h. m. s.		
Dauntless	6 52 36	|	Druid	6 55 14	|	Surf	7 15 57

Druid thus winning first prize by time, Dauntless second. The certificates for the prizes were presented by the Commodore.

Although so few vessels was engaged in this race, it was most interesting all through, and up to the very last by any little mistake the race might have been won or lost.

Druid went as well as ever, and was handled in her old style, and no more need be said about her. Dauntless also did as well as can be expected with her limited spread of canvas, unless she should get half a gale, and then it will be interesting to see what she will do. Surf

makes a beautiful yawl, and ran remarkably fast, but in turning to windward over the ebb of course the greater depth and power of her rivals were too much for her.

ROYAL CINQUE PORTS YACHT CLUB.*

THE first regatta of this, the youngest of the yacht clubs, and one of the most promising, took place on the 22nd and 24th of June, and went off in the most satisfactory manner. A novel feature in the prizes is, that the silver cups are supplemented by a beautiful gold medal, these forming an interesting and portable *souvenir* of the regatta.

The programme for the first day included a match for cutters belonging to the club, a match for schooners, and a prize for yachts of any rig. The first race was for a prize value £60 (including gold medal), and £15 for second, presented by H.R.H. Prince Arthur (Commodore), who was present on the occasion, cruising about in the *Rosebud*. It was for cutters, and brought the following fine entry:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
982	Kriembilda	cutter	107	The Count Batthyany	Ratsey
1590	Olmara	cutter	159	J. Wylie, Esq.	Steele
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife
1804	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
1567	Norman	cutter	40	Major W. Ewing	Hatcher
135	Banshee	cutter	50	J. S. A. Dunbar, Esq.	Jones

The *Minotaure*, belonging to M. Albert Bouard, was entered, but did not start; and also the *Muriel*, belonging to T. Brassey, Esq., M.P., (Vice-Commodore), but she had carried away her bowsprit in coming round from the Thames on the previous evening, and was beating in from the South Sand Head under foresail and mainsail at the time the yachts were under way for the start.

Course from Dover Bay (crossing an imaginary line formed by two flag-boats moored in a line with a signal staff on the Admiralty Pier) round the north-east Varne Buoy, thence round the South Sand Head Light-ship, back round the easternmost and between the two flag-boats; twice round.

Time allowance according to scale adopted by the club for course of forty-eight miles.

They were started with commendable punctuality at eleven o'clock,

* The match described in our July number page 341 was sailed under the auspices of this club but was for a prize given by the Town of Dover.

and all six crossed the line within three minutes, Fiona going out well to windward, Oimara to leeward. Soon after getting outside, Norman and Banshee tacked to starboard, but did no good thereby, and the rest kept a long reach out on starboard tack, with a fresh breeze from the westward, but strong tide to the eastward, which set them greatly to leeward of the buoy, and they had to make a board or two to get round.

Fiona kept the lead round the Varne Buoy with Oimara close up, but after rounding, her gaff gave way at the jaws, and she had to resign the contest, and bear up for home. There was a rather lumpy sea, and the big cutter now had it all her own way (Kriemhilda taking second place at a respectful distance), and she presented a grand sight as she tore along for the South Sand Head, wind and tide in her favour. Banshee and Marina had by this time disappeared from the scene, the sea being quite too much to give them a chance with the big ones, but Norman kept on her way with indomitable perseverance. The first round was completed thus:—Oimara 3h. 15m. 9m., Kriemhilda 3h. 57m. 50s., Norman 4h. 22m. 3s.

The second round told much the same tale; Kriemhilda giving up and making for Dover, her new gear settling down so much (as might be expected) as to make it unadvisable to hold on. Oimara increased her lead, but as they had a fair tide out the second round, the distance was got over in a much shorter time, and her gain on Norman was not nearly so much. The winning times were:—

	h. m. s.		h. m. s.
Oimara.....	5 59 10	Norman	7 43 48

The second race was for schooners belonging to the club, for prizes value £60 for first (including gold medal), and £15 for second, and although only four contended, they were all of first-rate quality, viz.:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rtg.	Tons.	Owners.	Builders
640	Flying Cloud.....	schooner	75	The Count Batthyany	Innan
791	Guinevere	schooner	294	C. Thelluson, Esq.	Nicholson
793	Gwendolin	schooner	197	Major W. Ewing	Nicholson
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill

Course from Dover Bay round the Varne Light-ship, thence round the North-east buoy and back; twice round. Time allowance as adopted by the club for a course of forty-eight miles.

The gun for the start was fired at 11h. 30m., and the Egeria and Flying Cloud crossed the line nearly together about three minutes after, being pretty close up; but the other two schooners were a long way to leeward, and had to beat up the bay from the eastward to weather the

flag-boat, which put them about ten and fourteen minutes respectively astern of the leaders, and as no time was to be allowed at the start over five minutes (much too short a time in the generality of flying starts) this seemed to involve considerable loss to the two big ones. But it all came to the same in the end, as when they got well outside and met the tide off the pier, all four had to tack and stand into the bay again, thus crossing the line a second time, and making the start pretty level. When they were well off, Gwendolin had a slight lead, Egeria second to leeward, next Flying Cloud, and Guinevere last, but looking well up to windward.

There was a nice breeze from a little to the south of west, giving them a long beat out to the Light-ship against tide, a long pull for schooners. Egeria and Flying Cloud contented themselves with main jib-headed topsails only, Gwendolin jib-header at the fore and square at the main, and Guinevere carried two working square-headers. There was more sea than wind, and power began to tell at once; Guinevere getting to the front in the beat out, Gwendolin second, Egeria third (in order of tonnage), and the little Cloud, after a gallant fight of between four or five hours, giving up the hopeless job and running back. The sea was completely stopping the smaller craft, the little Norman being the only one in the two races of Saturday that completed the course—rather a feather in the cap of her skipper.

Guinevere bore up round the Light-ship a good twenty minutes ahead of Gwendolin, and nearly half-an-hour of Egeria, and bowling along with wind and tide round the north-east buoy, and into Dover Bay they rounded thus:—Guinevere 4h. 3m. 45s., Gwendolin 4h. 29m. 35s., Egeria 4h. 39m. 54s.

The big schooner had thus been upwards of three-and-a-half hours travelling the ten or eleven miles from the bay to the Varne Light-ship and had done the thirteen miles from the Light in some minutes under the hour.

The beat out the second time was a much easier affair, tide now being fair, and the wind getting up. They stood out in the same order, but great grief fell upon one of them. Egeria had been carrying her main jib-headed topsail, but now took it in and housed topmast, and soon after, when off Folkestone, about 5h. 45m., her mainmast came gradually and gracefully down on to the quarter-deck, the bolt of the triatic stay giving out. There was fortunately time for all to get out of the way, and the clipper, *par excellence*, being put before the wind under foresail and head-sails, wended her way back to the bay, presenting a most picturesque sight as she sailed along nearly upright, her

boom and mainsail, &c., over the port quarter keeping her steady. She reached the bay safely, and went into harbour as soon as possible to be surveyed for refitting; deck-beams, cabins, skylights, companion, &c. being in a considerable state of smash.

Guinevere continued the even tenour of her way, taking things easily in her usual manner, followed by Gwendolin, and the second round finished as under:—

	h. m. s.		h. m. s.
Guinevere	6 51 44	Gwendolin	7 27 50

The gaps in both these matches tend to show how impossible it is to bring vessels of different tonnage together in anything of a wind and sea. Gwendolin had to get seven-and-a-half minutes from Guinevere, and was beaten by thirty-six; and Norman's allowance was twenty-five minutes, and Oimara beat her by an hour-and-three-quarters.

The last race was for the Lord Warden's prize, value £25, for yachts of any rig under thirty-five tons, and the following three vessels competed:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
364	Daring	schooner	30	C. Harvey, Esq.	Hatcher
873	Ildegonda	cutter	15	E. Langtry, Esq.	
	Snowdrop	cutter	15	F. W. Fredericks, Esq.	

Daring sailed as 18 tons.

Thought, cutter, and Violet, sloop, were entered, but did not go. Course same as for schooners; once round.

The starting gun was fired at 12h. 30m., and Daring drew out first at 12h. 33m. 50s., next Snowdrop at 12h. 34m. 18s., and Ildegonda at 12h. 35m. 5s. Ildegonda soon showed the others what she was made of, and rushed to the front, and although Daring stuck to her in the gamest manner, the cutter came in a winner, at 6h. 28m. 55s., followed by the schooner at 6h. 34m. 30s., the Snowdrop not rounding, although not far behind:

The prizes were presented by H.R.H. the Commodore in the evening at the club-house.

The times were carefully taken at the signal station on the Admiralty Pier by the Hon. Sec., George Flashman, junr., Esq., and the guns at starting and coming in were fired under the direction of Captain Cow, Superintendent of Admiralty Pilots. Major Percy Court and Lambert Weston, Esq. (belonging to the sailing committee of the club), were also most active and persevering in their endeavours to render the regatta successful, and the whole proceedings went off without a hitch.

Second Day, June 24th—Channel race from Dover to Boulogne and back, for prizes consisting of silver cup and gold medal, value £100 for first winner, and cup and gold medal value £50 for first vessel of other rig within time. Time allowance according to club scale. The following fine vessels started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
793	Gwendolin	schooner	197	Major W. Ewing	Nicholson
1475	Muriel.....	cutter	40	T. Brassey, Esq., M.P.	Hatcher
982	Kriemhilda	cutter	107	The Count Batthyany	Ratsey
640	Flying Cloud.....	schooner	75	The Count Batthyany	Inman
2153	St. Ursula	schooner	196	Col. A. Kennard	Inman
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife
791	Guinevere	schooner	294	C. Thellusson, Esq.	Nicholson
1590	Oimara	cutter	159	J. Wylie, Esq.	Steele
1567	Norman	cutter	40	Major W. Ewing	Hatcher
	Minotaure	cutter	49	M. Albert Bouard,	Wanhill
135	Banshee	cutter	50	J. S. A. Dunbar, Esq.	Jones
108	Ayacanora... ..	schooner	147	Earl of Gosford	Inman

Marina and Egeria were entered, but did not start; the latter, of course, was unable from the disaster of Saturday.

The gun for starting was fired punctually at eleven o'clock, and the whole fleet stood out of the bay in very even order, all passing between the flag-boats within about three minutes, and affording a magnificent spectacle. The wind was light from the eastward, promising an easy race to sail, with a long reach on port tack over to the French coast and a run back. Fiona was in her usual berth to windward, then Oimara, Flying Cloud, and Norman; Gwendolin and St. Ursula to leeward. But no elaborate description of the manœuvring is necessary, as Guinevere, on getting an offing, leisurely luffed across the sterns of her rivals to windward, and began at once to give them the go-by. Balloon canvas and jib-topsails were set, and the schooners also had maintopmast staysails. Ayacanora soon met with a mishap, carrying away fore-topmast, and having to rig a jury spar with an improvised sail thereon.

Guinevere seemed at first to have some difficulty with her fore-topsail and hauled it down, going without for some time. She soon went to the front (only having some little difficulty in disposing of Fiona) and had established a lead on passing to leeward of the North-east Varne Buoy at 11h. 42m., Gwendolin well up, but to leeward. Oimara good second, having walked close through the lee of Fiona; Kriemhilda and Flying Cloud in close attendance, the others getting rather scattered, the sternmost vessels being already at a respectful distance.

Guinevere had now set her fore-topail again, and was slipping away from the lot, and gradually opening up a respectable gap. But the wind, which had been variable, now seemed inclined to draw more southerly as they neared the French land, and those to windward had a great advantage. All broke off to the westward, and at 1h. 36m., Guinevere tacked to port and laid along the coast, followed by most of the racing vessels in turn as they came up. Oimara was second; Fiona had kept a long reach right over, while Ratsey's big cutter had tacked earlier, and kept well up to the eastward. They met at the French lugger which formed the mark-boat, and while Fiona rattled round in style, Kriemhilda had to nip up and shake to get clear. Gwendolin and the other schooners were considerably to leeward, and were consequently still more disadvantageously affected by the shift of wind. The times of rounding at Boulogne were:—

	h. m. s.		h. m. s.		h. m. s.
Guinevere	2 19 0	Kriemhilda.....	2 34 15	St. Ursula	3 10 20
Oimara	2 32 15	Gwendolin	2 47 10	Ayacanora	3 13 55
Fiona	2 33 55	Flying Cloud ...	2 51 0		

All balloon canvas was packed on for the return, Guinevere keeping Grisnez well aboard, and the run back was not productive of much incident, as the big schooner seemed to get a little breeze of her own, and arrived off Dover an hour ahead of everything, the first prize never having been in doubt.

For the prize among the cutters, the Fiona seemed pretty safe, Oimara not having wind enough, and Kriemhilda not doing much in the light wind. About half way across the wind dropped, and there came out a light air from the eastward as it had been at starting, and Fiona, always alive to this sort of thing, slipped out with the lead of the cutters, while the little Cloud got by Gwendolin, and the Ayacanora in spite of her accident, did the same for St. Ursula, and the race terminated as follows:—

	h. m. s.		h. m. s.		h. m. s.
Guinevere'	5 4 4	Kriemhilda.....	6 12 26	Ayacanora	6 40 0
Fiona	6 3 48	Flying Cloud ...	6 12 48	St. Ursula	6 43 0
Oimara.....	6 12 15	Gwendolin	6 13 46	Norman	6 43 30

Thus Commodore Thellusson has again carried off the two Dover prizes, and there is no doubt that his vessel is in good form, and her speed in light weather with a long reach is something extraordinary.

Fiona also certainly seems to keep all her speed, and the way in which those in charge of her seem to find out how and where the wind is, is rather a caution. If she takes a leeward course she just hits her mark, and if she is to windward, it is generally when it is most useful.

ROYAL HARWICH YACHT CLUB REGATTA.

THE regatta of this club took place on June 22nd., under circumstances the most favourable alike as to wind, the character of the boats and the number of entries. The harbour presented an animated appearance. Singularly scarce of merchant shipping it was thickly studded by yachts and fishing boats.

The committee boat was moored in the customary spot off the Guard, and the proceedings of the day were in charge of Vice-Commodore Packard, Rear-Commodore L. J. Crossley; P. Bruff, Esq., chairman of the committee; B. P. Goodwin, Esq., the indefatigable secretary; E. Packard, Jun., J. Richmond, Esq., — Barnes, Esq., — Groom, Esq., and other gentlemen. The Commodore was afloat in his new screw yacht, and was saluted by nine guns and dipping of colours, and acknowledged the compliment.

The first match was for a prize value 50 guineas, presented by the Commodore, Colonel Tomline, M.P., and a second prize of 15 guineas by the club, by cutter yachts exceeding twenty-five tons belonging to a recognised yacht club. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
1538	Niobe	cutter	40	A. Heymann, Esq.	Hatcher
2361	Thought	cutter	28	G. W. Wells, Esq.	Hatcher
2134	Starling	cutter	26	L. J. Crossley, Esq.	Camper

The Niobe had the windward position, the Starling was to leeward, on the Walton shore, and the Thought in the centre berth. They were started at 11h. 25m. The sailing regulations were that the boats were to slip cables and set sail at the second gun fired from the committee boat. The Niobe was the first to get her canvas set, but the Thought was not more than a second behind her, though she was nearly abreast the camp at Landguard Fort, and had set a shoulder of mutton topsail before her gaff was properly hoisted. Everything was, however, taut and trim before the yachts reached the Beach End Buoy. The Niobe set a deep-headed topsail and led the way out. The Starling, which had merely been put into the race by her owner to comply with the condition that three should start, took matters a little more leisurely, but still was handled with commendable smartness. There was a leading wind, so that the yachts could just fetch round the Beach End Buoy, at which point the Niobe was just three-quarters of a minute a-head of the

Thought. The wind was dead astern from this point, and the Niobe jibed when just off the seaward side of the Fort. The Thought also jibed soon after and overhauled her antagonist by two or three lengths in the course of five minutes. The race was a very pretty one, and the yachts kept well together throughout. The Starling did not sail the whole of the course, and the Thought got aground on the Platters in returning to the harbour, yet the race had been so close that but for this accident there would not have been more than ten minutes between the two at the finish. The Niobe won at 6h. 26m. 30s.

The second match was for £40. First prize by the club, £30 ; second, £10, presented by Louis J. Crossley, Esq., Rear-Commodore. Sailed for by schooners and yawls of any tonnage belonging to a recognised yacht club. The following were the entries:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
726	Gertrude	yawl	68	Major Tharp	Wanhill
2174	Surf.....	yawl	54	F. D. Lambert, Esq.	Fife
421	Druid	yawl	80	T. Groves, Esq.	Harvey

The course was the same as in the first race, with a slight difference in the start. The yachting men about Harwich foretold that this would be the finest match ever sailed in the Harwich waters.

After some delay, through a misunderstanding, they hoisted canvas at 12h. 30m., Gertrude being a little the smartest, her hands swarming up the shrouds and coming down on the halyards like—well, let us say British yachtsmen, for there is nothing like them for activity. The Gertrude led from the first, her weather position and the smartness of her crew giving her a good length and a half in the start. The Druid and Surf were, however, active on their heels, and the result of the short run, with the wind astern and light, to the Beach End Buoy was that the Gertrude rounded at 12h. 40m. 10s., Druid 12h. 40m. 20s., and Surf 12h. 40m. 50s. The Gertrude set her spinnaker as soon as she had rounded, and Druid an enormous squaresail, which served to bring her up with the leading boat slightly. Off the tower they jibed, and Surf set her spinnaker. There did not appear to be any appreciable change in the relative position of the yachts, with all the manœuvring and the best handling. It was, as had been expected, a smart race throughout. The winning time being:—

	h.	m.	s.		h.	m.	s.	
Gertrude.....	6	22	5	Druid	6	27	45	Surf
								not timed.

The third match was for £30. First prize, by the club, £20; second,

£10, presented by Louis J. Crossley, Esq., Rear-Commodore. Sailed for by yachts of any rig not exceeding twenty-five tons belonging to a recognised yacht club. Entries:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1926	Sapphire ..	schooner	12	W. C. Quilter, Esq.	Hayles
1824	Red Rover ..	cutter	14	S. Nightingale, Esq.	
2658	Zephyr ..	cutter	21	J. Chillingworth, Esq.	
2657	Zephyr ..	cutter	9	D. West, Esq.	Hatcher
2410	Vampire ..	cutter	20	T. Cuthbert, Esq.	
1584	Oberon ..	cutter	13	J. A. Sparvel-Bayly, Esq.	
541	Fairlie ..	cutter	15	J. Lambert, Esq.	T. S. B. C. Fife

The course for this match was from between buoys moored just above the committee boat, between her and the Walton shore and out of the harbour between the Beach-end and the Cliff-foot buoys, round the Cork Light vessel and a mark boat moored near the Stone Bench buoy and back into the harbour, past the committee boat and between her and the Walton shore, round a boat moored off Shotley, and back to the committee boat. This course made nearly twenty-five miles, as it was twice sailed over. Unfortunately on taking stations, the Oberon accidentally ran into the Fairlie and carried away her whisker, which compelled her to reduce her head sail to such an extent to save her bowsprit, that it threw her fore and aft sail completely out of balance, and made her carry such a weather helm on a wind as to greatly impede her, and render her almost unmanageable in the fresh wind that was blowing.

The Red Rover did not start. The other six had just time to get their canvas set and fairly under way as they passed under the stern of the committee boat at 12h. 40m. They were in two divisions, the Oberon, the Vampire, and the twenty-one ton Zephyr leading, and the three jammed so closely together and hugging the committee boat so near that a man might have stepped from the latter to the nearest boat and thence to the others. The other three were nearly in the same order, and not more than two or three lengths astern of the leading division. The Vampire and the Oberon led out of the harbour, with the Fairlie close to them. The Vampire kept the lead throughout the race, and the yachts came back from sea the first time in the following order:—Vampire 2h. 34m. 5s., Oberon 2h. 37m. 40s., Zephyr (21). 2h. 55m. 0s., Fairlie 2h. 57m. 37s., Zephyr (9) 3h. 4m. 59s., Sapphire 3h. 32m. 30s.

The wind was dead a-head after rounding the committee boat in the run up Manningtree water, and the Oberon lost more than four minutes

in working to windward. The Vampire set her spinnaker in the run back to the committee boat, and the times were as follow:—

	h.	m.	s.		h.	m.	s.		
Vampire	5	25	0	Zephyr (21) ...	6	5	6	Fairlie	not timed.
Oberon.....	5	47	10						

The Zephyr (9 tons), and Sapphire retired during the second round. The Vampire, therefore, takes the first and the Oberon the second prizes.

The regatta dinner was held in the evening at the Great Eastern Hotel. The Commodore presided; the Vice-Commodore occupied the vice-chair. About fifty-five gentlemen sat down. Several loyal and other toasts were given and responded to, and the day ended very satisfactorily.

The Channel race was sailed on June 24th, from Harwich to Gravesend. Owing to the Channel match of the Royal Cinque Ports Yacht Club being fixed for the same day, several of the best known vessels were absent, and no schooners started.

The first prize of 35 guineas was presented by the club to the first vessel within time of her rig; and the second, of 15 guineas, by E. Packard, Esq., the Vice-Commodore of the club, to the first vessel of other rig within her time. R.Y.S. scale for time allowance; yawls to deduct one-quarter and schooners three-eighths of their tonnage. Course from off Shotley House at the top of Harwich Harbour, passing the Cliff Foot and Beach End buoys; through the East and West Swin, passing the Cork Light vessel, Rough Buoy, Gunfleet Lighthouse and Buoys, all on the starboard hand, and finishing off the club-house at Gravesend. The following were the entries, stations counting from the weather shore:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
857	Hirondelle	yawl	68	J. Graham, Esq.	Wanhill
1538	Niobe	cutter	40	A. Heymann, Esq.	Hatcher
2174	Surf.....	yawl	54	F. D. Lambert, Esq.	Fife
726	Gertrude	yawl	68	Major Tharp	Wanhill

The Thought and Zephyr entered but did not start, so the Niobe was certain of a prize for her class.

At 8h. 45m. a.m., when the starting gun fired, there was a nice whole sail breeze from the south by east, with somewhat of a sea on outside the harbour. All got up whole lower sails and square-headed jibs. The Surf was the quickest with her canvas, but was delayed by getting her anchor foul under her keel. After three or four short boards a long one was made right out past the Bell Buoy, which the

Niobe breasted at 9h. 25m., Gertrude next, and the Hironnelle just ahead of the Surf, which was still unable to get her anchor on board. It was now a dead beat to the Cork Lightship, which was passed on the starboard hand as follows:—Niobe 9h. 53m., Gertrude 9h. 57m., Hironnelle 10h. 3m., Surf 10h. 8m.

The Gertrude being to weather of the Niobe, and standing in nearer the Light-ship, went about first, and so virtually weathered the mark in advance. This advantage she increased still more in the beat down to the Rough Buoy, while the Surf did not seem at home in the heavy sea, pitched heavily, and fell further behind the Hironnelle, the times at this buoy being:—Gertrude 11h. 0m., Niobe 11h. 7m., Hironnelle 11h. 15m., Surf 11h. 22m.

They then reached down past the Gunfleet on a west-south-west course, the Surf setting a balloon foresail and balloon jib, while the Hironnelle and Niobe set balloon foresails, the Gertrude being almost invisible. At the Maplin Lighthouse there were seventeen minutes between the first and last boats—the Gertrude and Surf—and a good race was going on between the Hironnelle and the cutter. Thus they continued reaching on the same port tack till off the Mouse Light-ship, where the Hironnelle got past the cutter and took second position. In the Warp the wind veered to E.S.E., so spinnakers were at once set, and all ran right up to Gravesend at a rare pace, without any further changes of position, the winning boat being passed as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Gertrude	4	23	0	Niobe	4	50	0	Surf	5	5	0
Hironnelle	4	39	0								

The Gertrude accordingly took the first prize of 30 guineas, and the Niobe the second 15 guineas for the cutters.

ROYAL LONDON YACHT CLUB.—HANDICAP MATCH.

THIS race for a beautiful piece of plate value 50 guineas, presented by James Ashbury, Esq. (Commodore), was sailed on Tuesday, the 2nd of July, and proved a most interesting affair. It was offered for vessels of every rig belonging to any recognised yacht club that have not won a prize in the Thames; but as more than one of the competitors could not be classed in that category, the condition could hardly be said to have been insisted on. Prizes were also offered to third-class yachts, but the entries did not fill. Those for the handicap match were as follows:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1289	Louie	cutter	15	J. C. Circuit, Esq.	Marsh
2531	Watersprite	cutter	38	C. Borras, Esq.	Harvey
1725	Pilot	lugger	10	S. Moore, Esq.	Corby
1287	Maid of the Mist	cutter	38	S. P. Mumford, Esq.	
521	Eva	cutter	21	W. Low & R. Burd, Esqrs.	Wanhill

Course from Erith round the Nore Light, and back to Rosherville. The time allowance according to the handicap was as follows:—Watersprite to allow Maid of the Mist 2m., Eva 7m., Louie and Pilot 20m. each. Maid of the Mist to allow Eva 5m., Louie and Pilot 18m. each. Eva to allow Louie and Pilot 13m. each.

The Albert Edward was the club steamer on this occasion, and left Blackwall in good time with a fair allowance of members and friends. In the unavoidable absence of the flag-officers, the charge of the club steamer devolved upon Mr. Under-Sheriff Crossley, the cup-bearer, and the conduct of the race was in the able hands of George Haines, Esq., an energetic and prominent member of the sailing committee, under whose direction the start was effected at 11h. 33m. Wind light from the westward, tide about high water, the yachts just swinging.

Eva had the best berth to the northward, and was off with the lead, Watersprite soon established herself as second, Maid of the Mist third, Louie and Pilot racing for fourth place, which was eventually determined in favour of the little cutter, which was the only one with balloon canvas, all the rest the usual four working sails, the little Pilot carrying one lugsail and small jib only. Eva led down Long Reach, but Watersprite soon began to draw up to leeward, and on jibing into St. Clements', ran by to windward and took the lead; Maid of the Mist was a good third, the two small ones having a race to themselves.

The two leaders jibed again into Northfleet Hope, but the Maid came right through and into Gravesend Reach on the same jibe, thereby gaining a little. Gravesend was passed at 12h. 30m., Watersprite with good lead of Eva, Maid coming up. The wind was now northe'ing, and as they luffed into the Hope came a little fresher, Eva having nearly as much as she wanted, but holding her own, and even at this early stage of the race her chance looked well.

The breeze came lighter as they got it more aft in Sea Reach, and the Maid gradually drew on Eva, and off Hole Haven got by to leeward, taking second place. Off Chapmans' Head at 1h. 30m., Watersprite had a lead of a good half-mile, Maid and Eva close together, the wind

coming more westerly again. In the run to the Nore Eva regained her position as second, the lighter breeze of course favouring the smaller vessel.

The Albert Edward now made for the Nore, and in the interval before the arrival of the yachts some very interesting performances on the slack rope took place. The rope ran from the Light-ship to the club steamer, and two or three very successful trips were made by a basket freighted on each occasion with newspapers, bottles of rum, &c., the proceedings affording amusement to the visitors, and a pleasant variation in the monotonous existence of the crew of the Light-ship. The yachts luffed round thus:—Watersprite 2h. 42m. 15s., Eva 2h. 48m. 37s., Maid of the Mist 2h. 49m. 35s., Louie 3h. 2m. 5s., Pilot 3h. 8m. 23s. The latter vessel, considering her very limited canvas, must certainly be considered fast over the water.

The tide had now about two hours to run, and they stood over to the north shore to work the slack in the usual style, and a multiplicity of short tacks were made without much change of position. The Pilot was the only exception, and she, soon after rounding, tacked to port and stood over to the southward, being last seen in that direction.

The race now laid evidently between the three first round, and it remained to be seen whether the bigger cutters could give the time to Eva, and as the long beat went on, it seemed as if she could hold her own very well; and though Watersprite kept her advantage, it was not till they were just below Southend that Maid of the Mist on starboard tack succeeded in weathering Eva, taking second place. The wind was shifty, and from here a northerly slant brought them nearly up to the Chapman at five o'clock, Watersprite with a lead of a quarter-of-a-mile, and Maid perhaps half as much ahead of Eva.

Maid had been sailing closer to the wind, but Watersprite faster through the water, and the fight resulted in the former going to windward of the latter off the Scars Beacon and taking the lead for the first time. Eva, however, was sticking to them so close that her chance seemed the best for choice. A little flood made about Hole Haven, and took them along somewhat quicker, but the race was very close all the way up. They reached through the Hope, and a few boards in Gravesend Reach brought them up to the winning buoy as under:—

	h. m. s.		h. m. s.		h. m. s.
Maid of the Mist	6 58 36	Eva	7 2 23	Louie	7 32 31
Watersprite.....	6 59 50				

Eva thus winning with upwards of a minute to spare, the times of the three vessels being good proof of the judgment displayed in handicapping them. Thus ended a most enjoyable race for Mr. Ashbury's prize, and

great regret was expressed that he was unable to be present on the occasion; and it is so usual to see a second prize added, that it seems a pity that there should not have been one in so close a race.

BOSTON YACHT CLUB REGATTA.

THE annual regatta of this club took place on Thursday, the 4th of July last, the day was very fine, with a light breeze from the south-west. The first match was for a prize of £20 presented by the club for competition for yachts exceeding 10 tons but not exceeding 20 tons, belonging to the Boston Yacht Club, the second to receive £8. The following competed.

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
912	Iris	cutter	18	R. Gay, Esq.	
546	Fairy	cutter	12	W. E. Lewin, Esq.	Ayles
1685	Petrel	cutter	14	Capt. Seddon	Fife
1729	Pixie	cutter	11	A. E. Pearson, Esq.	Bulley
	Pearl	cutter	14	F. B. Archer, Esq.	
2581	Wild Duck.....	cutter	18	F. J. Cresswell, Esq.	Hornigold

The course was from opposite Frieston Shore, round a flag-boat moored off the Lower Knowl Buoy and back to a flag-boat moored off Frieston Shore, about 32 miles.

As soon as the gun was fired, the Fairy whose crew was the smartest, at once took the lead, the Iris being the last to get her sails set. At this time the wind increased a little and the boats smothered with canvas, went scudding before the wind in fine style, the Upper Scull Ridge was passed at 9h. 40m., the Fairy leading, with the Pixie close on her quarter, the Wild Duck, Pearl, Iris, and Petrel, following in the order named, about a mile astern. The boats maintained the same order down to the Lower Knowl flag-boat, which they rounded as follows:—Fairy 10h. 30m. 0s., Pixie 10h. 33m. 30s., Wild Duck 10h. 38m. 23s., Pearl 10h. 45m. 30s., Iris 10h. 46m. 30s., Petrel 11h. 0m. 0s.

On rounding the flag-boat, spinnakers and squaresails disappeared, and the yachts close hauled reached into the shore on the port tack, the Fairy gradually weathering her opponents, and at one time was nearly two miles ahead. The Petrel here began to improve her position, and steadily overhauled the leaders. Some three or four miles however from the flag-boat the Fairy was becalmed, and the breeze freshening on the flood and catching the other yachts enabled them to get within a-mile of the Fairy, whose position however was not endangered, as the breeze eventually caught her, and the yachts passed the flag-boat thus:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fairy	2	25	10	Wild Duck.....	2	31	0	Pixie	2	32	0
Iris	2	30	10	Petrel	2	31	5	Pearl	2	33	0

The Fairy thus won the first prize of £20 making two years in succession, the race however for second place was very exciting, the other five yachts all finishing in a cluster, but the prize was awarded to the Pixie (by time allowance,) owing to the difference in her tonnage.

The second match was for a prize of £10 presented by the club, to be competed for by yachts exceeding 5 tons but not exceeding 10 tons, belonging to the Boston Yacht Club, the second yacht to receive a prize of £4. The following yachts entered and competed :—Amateur, yawl, 9 tons, J. H. Garfit and R. W. Staniland, Esqrs.; May Queen, cutter, 10 tons, W. Hibbs, Esq.; Rambler cutter, 6 tons, G. W. Thomas, Esq.; Clara cutter, W. Walker, Esq.; Waterwitch, cutter, 7 tons, E. J. Hows, Esq.; Camilla, cutter, 7 tons, F. H. Goddard, Esq.

The course was from Maud Foster Sluice to Lower Scull Ridge Buoy, and back to the flag-boat off Frieston shore.

The third match was for yachts not exceeding 5 tons belonging to the Boston Yacht Club, the first prize £6 and the second £2 10s. The following yachts entered and competed :—Arrow, cutter, 4 tons, E. A. Hildred, Esq.; Junk, c.b, 2 tons, R. C. Carline, Esq.; Formosa, cutter, W. H. Lundy, Esq.; Glance, cutter, 5 tons, A. J. Allcock, Esq. The course was the same as for the second match.

The yachts in the above two classes started from Maud Foster Sluice at 6h. a.m., but owing to the very light breeze, scarcely sufficient to cause a ripple on the water, they were some time getting clear of the river.

They rounded Elbow Buoy about 7h. 30m., the Camilla, (Lincoln) leading, followed by the May Queen, Glance, Clara, Waterwich, Rambler, Arrow, and Formosa, the Amateur bringing up the rear. At Frieston shore the Camilla had considerably increased her lead, the May Queen, Rambler, Clara, Waterwitch, and the little Glance of the fourth class, kept close company, the Amateur and the others appearing to be already hopelessly in the distance.

The yachts kept this position down the Deeps with but little variation, and passed the flag-boat at the Lower Scull Ridge in the following order :—Camilla 9h. 44m. 0s., Clara 9h. 49m. 0s., Waterwitch 9h. 54m. 0s., Rambler 9h. 54m. 30s., May Queen 9h. 58m. 0s., Amateur 10h. 4m. 0s., Glance 9h. 51m. 0s., Arrow 10h. 15m. 0s., Formosa 10h. 24m. 0s. The Junk, a small centre-board boat, did not sail the course.

The run down the course was before the wind, and every inch of spar or rigging on which it was possible to hoist canvas was utilized, and spinnakers, balloons, jibs, watersails, &c., were hoisted in the greatest

profusion. On rounding the flag-boat, all fancy canvas was stowed almost as if by magic, and the breeze freshening slightly the yachts bore away on the port-tack and commenced a dead beat to windward for the winning flag-boat off Frieston shore. The freshening breeze, however, died away to almost a dead calm, and before the course was completed veered round to the south-east (from a head to a fair wind), and an exceedingly close-contested race was finished as follows :—Clara 12h. 35m. 36s., Waterwitch 12h. 36m. 0s., Camilla 12h. 40m. 0s., May Queen 1h. 4m. 30s., Glance 1h. 5m. 0s., Arrow 1h. 21m. 40s., Rambler 1h. 30m. 40s., Amateur 1h. 53m. 0s., Formosa 2h. 3m. 0s.

The Clara thus won the first prize in the second match, the Waterwitch taking the second.

The Glance (built by her owner) easily carried off the first prize in the third match, the Arrow which has hitherto been invincible having to be content with second honors.

There was a large number of pleasure-seekers and amateur salts afloat to witness the sailing matches. We are glad to state that everything went off without a hitch or accident of any kind to mar the day's proceedings, and we congratulate the committee and officers of the club on the successful carrying out of one of the pleasantest holidays Boston produces, the Yacht Club Regatta.

The members of the club afterwards dined together at the White Hart, in the evening, under the presidency of the Commodore and Vice-commodore, and a very pleasant evening was spent.

ROYAL MERSEY YACHT CLUB REGATTA.

It is many years since the Royal Mersey Yacht Club had a more successful regatta than that of the present season. Although they were unable to induce many of the racing boats which have recently been added to the English fleet to pay a visit to the port, it was gratifying to find that most of the craft known in local yachting circles put in an appearance, and the several prizes offered were very warmly contested. The weather during both days was very favourable, there being a good wind for the yachts, whose sailing qualities were put to a severe test.

First day, June 31st.—The powerful and commodious steamer Eblana, belonging to the City of Dublin Steam Packet Company, was chartered by the club to convey a numerous and fashionable party of friends over the course, and although there was a stiff breeze blowing and the sea exceedingly lumpy, comparatively little inconvenience was experienced on board, a fact which was in no small degree attributable

to the admirable manner in which Capt. T. Crosby, the skilled and courteous commander of the Eblana, navigated her. Many a heavy sea would have been shipped had he not contrived, sometimes at no little inconvenience, to keep the steamer's bow direct before the wind. The Vice-commodore was on board his handsome steam yacht, which conveyed a private party over the greater portion of the course; and the Rear-commodore, D. MacIver, Esq., was not able to join the party until after the Eblana returned to the river.

At half-past nine o'clock the Commodore arrived on board, and a few minutes later she steamed out to within a convenient distance of the yachts, which were lying at their respective stations.

First class yachts, first prize £70 cup, second prize £30 cup; second class first prize £50 cup, second prize £20 cup; third class yachts, first prize £30 cup, second prize £10 cup; fourth class, (presented by the Rear-commodore) first prize £20 cup; second prize £5 cup. The following yachts started :—

Numbered as in Hunt's Universal Yacht List for 1872:

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
169	Blue Bell.....	schooner	163	J. Stevenson, Esq.	Nicholson
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
697	Garrison	cutter	98	T. Houldsworth, Esq.	Steele
501	Enid	yawl	57	G. Putland, Esq.	Wanhill
1305	Marinetta	cutter	50	J. C. Atkins, Esq.	Payne
SECOND CLASS.					
742	Glance	cutter	35	J. R. Rushton, Esq.	Hatcher
1476	Myosotis	cutter	40	T. G. Freke, Esq.	Ratsey
30	Alcyone	cutter	39	Lt. Col. Sir W. Topham	Hatcher
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
THIRD CLASS.					
1279	Madcap	cutter	20	G. B. Thompson, Esq.	Hatcher
827	Hecate	cutter	20	T. B. Huntington, Esq.	
2074	Spindrift.....	cutter	20	F. Thompson, Esq.	Fife
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
980	Kittiwake	cutter	20	Capt. P. A. Iremonger	Owner
1780	Queen	cutter	15	G. W. Anderson, Esq.	Hatcher
1984	Shadow	cutter	20	D. MacIver, Esq.	Byrne
FOURTH CLASS.					
267	Cloud	cutter	10	T. R. Bulley, Esq.	
1640	Pastime	cutter	10	J. St. Clare Byrne, Esq.	Dickinson
1498	Naiad	cutter	10	T. A. R. Littledale, Esq.	Dickinson
1486	Mystic.....	cutter	10	T. H. Ismay, Esq.	Hatcher
460	Elaine	cutter	10	J. Leitch, Esq.	Dickinson
296	Coral	cutter	10	H. L. Bower, Esq.	Fife
	Wonderful.....	cutter	10	F. Wall, Esq.	
2341	Tartar	cutter	9	F. Taylor, Esq.	

The Oimara and Pantomime were entered in the first class but did not put in an appearance.

The Garrion had to allow the Vanguard 9m. 40s., and the Enid 17m. 40s.

At 9h. 40m. the first gun was fired under the superintendence of Mr. Haddock, and the blue peter hoisted. This was the signal for preparations, after the lapse of a few minutes another was fired, and the yachts in the larger classes were at once in commotion. The smaller yachts did not start until half-an-hour later. At this time the Foxhound was the only boat which had not her mainsail set; but she managed to get first round, and was standing well down on her course before the schooner had got about. The Garrion was delayed, by reason of a flat fouling her. When the fleet were well over on their sides they presented a very pretty appearance. The wind blew very fresh from the W.N.W., necessitating the use of reefs and reef tackle, and every inch of sail was blown out to its utmost limits. A good deal of seamanship was required before the Rock Lighthouse could be made, it being a dead noser all the way down, a fact which told considerably against the schooner. At first the Garrion appeared to go dead through the water, but when once she got fairly to sea there was every prospect of her winning the principal prize. The Vanguard and Enid were close together, making the different tacks about the same time, both sailing remarkably well, the latter having rather the better chance to windward, Myosotis was fourth past New Brighton. Shortly afterwards Garrion tacked, just clearing the bows of the Vanguard, it soon became a question of doubt whether the Garrion, Vanguard, or Enid would take leading position. Mr. Miller's cutter next tacked close upon the quarter of the Garrion, very nearly weathered her. The yawl went about on the weather of the two leading boats, standing further up to windward with the least draught of water, was making by far the best work. At this time the schooner was seen in the distance doing comparatively little work. On running up to the Crosby Lightship, a fresh breeze blew from north-west, and the boats cut through the water in splendid style; Garrion, however, held the leading position; but it was evident, on passing the Formby Lightship, that she was not putting a sufficient distance between her and the other boats to make up for the time allowance she had to give the yawl. After waiting sufficiently long to see that several of the boats would not be able to head the light-ship without tacking, the Eblana steamed on to the North-West light-ship; but before crossing the bar Capt. Crosby had taken soundings, in order to ascertain the depth of water, it being half-an-hour from low tide. The lead indicated that the depth was a quarter less three, which those who are not learned in such matters may be told means 18in. less than 18ft., it was found that

all the vessels could pass safely over. The vessels had to do a considerable amount of beating before the North-West lightship could be weathered, and as the leading cutter made for this point, she put out her spinnaker boom, thus taking time by the forelock. About mid-day the schooner *Albertine*, belonging to G. W. Moss, Esq., appeared in sight, having just arrived from Holyhead, and after saluting the committee-boat kept on her course. Having got well to the windward of the lightship, the *Eblana* was brought-to for the purpose of allowing the officials to time the boats on rounding. The *Garrion* accomplished the task with perfect ease, but the *Enid*, which had now got into a good second position, was unable to weather, and after making a short tack, got about again just as the *Vanguard*, which had set a spinnaker boom, was under the bow of the lightship. The *Marinetta* was well to windward, and passed a few minutes after the yawl. The *Myosotis* the first in her class, encountered the same difficulty as the *Enid*, and although she ran close up to the lightship, had to follow the yawl's example. The *Alcyone*, the second of her class, was not able to weather at first, but was more successful in the next attempt, leading the *Foxhound* by about four minutes. The schooner could not round, and as the order had been given for the *Eblana* to steam over to the Bell Buoy, she was not timed, neither was the *Glance*. The following is the official record of the times at which the other boats passed the North-West lightship:—
Garrion 12h. 10m. 15s., *Vanguard* 12h. 16m. 0s., *Enid* 12h. 16m. 55s., *Marinetta* 12h. 22m. 10s., *Myosotis* 12h. 26m. 0s., *Alcyone* 12h. 26m. 40s., *Foxhound* 12h. 31m. 0s.

Immediately after rounding, the leading cutter set a balloon jib on her spinnaker, the second boat carrying upon hers a balloon foresail, shortly after the whole fleet were seen making wonderful progress before the wind. On getting near the *Eblana* a capital view of the small boats was afforded to those on board the *Eblana*, and it was noticed that the *Lizzie* was sailing in her usually magnificent form, having completely distanced the whole fleet, the *Shadow* being second. The first and second-class boats rounded the Bell Buoy for the first time as under:—
Garrion 12h. 59m. 0s., *Vanguard* 1h. 4m. 30s., *Enid* 1h. 6m. 30s., *Marinetta* 1h. 12m. 20s., *Myosotis* 1h. 18m. 0s., *Alcyone* 1h. 18m. 0s., *Foxhound* 1h. 21m. 30s., *Blue Bell* 1h. 26m. 30s.

The *Eblana* then steamed back to the Mersey, and dropped anchor abreast of the flagship to await the arrival of the several yachts. About three o'clock the *Garrion* was seen outside New Brighton with her spinnaker slacked forward, thus rendering it a powerful sail. The *Lizzie* was a few minutes' distance behind, but owing, to her having passed the

lightskip on the wrong side she had to make a tack, which she did with no little difficulty, and thus lost at least ten minutes. Even then Mr. Coddington would have won the first prize in that class had the yacht gone round the boat instead of to leeward, and although timed by mistake at 3h. 28m., she was sent once more over that portion of the course, thus giving the Shadow an opportunity of proving the winner. The Vanguard was the third boat down, having her spinnaker set as a balloon jib, the Enid, which had previously hauled in her spinnaker, following about one-minute-and-a-half later, but in sufficient time to be declared the winner of the £70 cup. The official times recorded at the finish were as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Garrion	3	13	48	Lizzie	3	36	15	Myosotis	3	47	5
Vanguard	3	27	22	Marinetta	3	40	18	Blue Bell	3	47	15
Enid	3	28	55	Madcap	3	40	20	Foxhound	3	54	14
Shadow	3	30	20	Alcyone	3	45	32	Queen	3	55	30
Kittiwake	3	38	0	Spindrift	3	46	50				

The rest were not timed. It will be thus seen that the Enid takes the £70 cup in the first class, and the Garrion the £30 cup; the Alcyone won the £50 cup in the second class, and the Myosotis the £20 cup; the Shadow won the £30 cup in the third class, and the Lizzie the £10 cup, but Rear-commodore MacIver generously refused to accept the prize to which he was entitled owing to the unfortunate mistake made by the Lizzie, and, therefore, the Lizzie received the first and the Shadow the second prize.

The third and fourth class yachts were started at 10h. 21m. by W. A. Tomkinson, Esq., a member of the sailing committee, who followed in the steamer Wonder, Lizzie took the lead, followed by Madcap, Shadow, and Kittiwake. On the bar the sea was very heavy for the 10-tonners; but they were well handled, and the fight for the lead was hardly contested. No. 6 Buoy was passed in the following order :— Wonderful 12h. 41m. 6s., Pastime 12h. 43m. 0s., Cloud 12h. 43m. 30s., Coral 12h. 47m. 0s., Elaine 12h. 48m. 0s., Naiad 12h. 51m. 0s., Mystic 12h. 55m. 0s.

The same order being maintained on second round, after rounding which the Wonderful was the first to set spinnaker, the Pastime and Cloud setting topsails. When the bar was crossed all the boats set spinnakers. The Cloud lost her topmast. On passing Crosby the Pastime succeeded in heading the Wonderful, and the flag-ship was passed as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Pastime	2	22	50	Elaine	2	29	0	Coral	2	38	45
Wonderful	2	23	10	Naiad	2	31	5	Mystic	2	38	10
Cloud	2	28	0								

The Cloud came in with a protest flying; and it was afterwards ascertained that the owner objected to the Wonderful being entered as a 10-ton boat. The committee had the boat measured and held the protest valid, the Cloud therefore took second prize. The first being won by the Pastime.

The distribution of prizes was then made by the Commodore, who bestowed that meed of praise on the owners of the winning boats thus so gallantly earned, and after suitable replies the club vessel steamed alongside the Prince's landing stage, landing her passengers all well pleased with the first day of the Royal Mersey.

Second Day.—The Eblana again accompanied the yachts, the company on board not being quite so numerous as on the first day. Vice-commodore Lieut. Col. Gamble officiating in the absence of S. R. Graves, Esq., M.P., whose parliamentary duties called to London. The first prize was for yachts of the first class, the prize being a cup of the value of £50. For this the following entered :

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
FIRST CLASS.					
1638	Pantomime.....	schooner	142	J. F. Starkey, Esq.	Ratsey
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
1305	Marinetta	cutter	50	J. O. Atkins, Esq.	Payne
501	Enid	yawl	57	G. Putland, Esq.	Wanhill
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
SECOND CLASS.					
1476	Myosotis	cutter	40	T. G. Freke, Esq.	Ratsey
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
742	Glance	cutter	35	J. R. Rushton, Esq.	Hatcher
30	Alcyone	cutter	39	Lt. Col. Sir W. Topham	Hatcher

The Garrion had to allow the Pantomime 1m. 30s., Vanguard 9m. 40s., and Enid 17m. 20s. The Pantomime had to allow Vanguard 8m. 10s., Enid 15m. 50s. The Vanguard had to allow the Enid 7m. 40s.

At ten minutes past ten o'clock these boats got off, wind at the time blowing pretty fresh from N.W. Having got over to the weather shore Marinetta was first to head in the direction of New Brighton, Garrion quickly following: The schooner went sluggishly for a considerable time until she caught the wind, when she appeared to put forth all her sailing qualities, going through the water in splendid style. The Vanguard led the Glance down to the Rock Lighthouse, and when between Egremont and New Brighton the Pantomime threw Glance about on her own tack, the little craft going about on starboard and the schooner to port. One of the prettiest sights during the whole race was obtained

outside the rock by the *Marinetta* standing across on the starboard tack, *Garrion* and *Vanguard* going up to the wind in close company, the latter having a slight advantage in the lead. About two minutes later Mr. Houldsworth's cutter passed the smaller boat, the latter putting about to keep out of her way. The *Enid* was at this time beating down in the direction of *Bootle*, and on putting about on the starboard tack the schooner *Siesta*, which was not in the race, went right about on her weather, taking the wind completely out of the sails of the yawl. The *Foxhound* and *Myosotis* had at this time crept gradually up to Mr. Atkin's cutter, and were in close company, attended by *Alcyone*, *Glance*, and *Pantomime*, the latter travelling more rapidly through the water than she had done inside the *Brighton Pier*, although there was not sufficient wind for her sails. The *Vanguard's* next move was to cross the other boats on the starboard tack, one of the most judicious bits of seamanship that was displayed throughout the race. The *Alcyone* also went about for the purpose of getting out of the strength of the current into smoother water. When beating up to the *Crosby Lightship* the schooner looked a perfect model of nautical architecture, her fine lines showing to considerable advantage. At this time she carried a jib, a fore-staysail, a foresail, and a mainsail, and her canvas was as neat and compact as though it had been cut out of cardboard. The *Garrion* sailed close hauled down to the wind, and having got sufficiently near the lee shore was put about once more. The *Pantomime* was at this time going over the course in gallant style, although not sailing so close to the wind as the other boats. Her deck was perfectly dry, and she appeared to glide through the water with the utmost ease. The *Garrion* still kept her lead, but it was evident that she could not give the allowance demanded. When the *Eblana* neared the *Crosby Lightship*, *Oimara* was seen sailing in the direction of the *Mersey* with a trysail set. On the previous Thursday she was compelled to put into *Ryde* for shelter, and but for the fact that she was becalmed off the *Lizard Point* on Saturday night she would have competed for the £50 cup. It will be remembered that last year she sailed in the same match, and that, up to the time of carrying away some portion of her rigging she was the winning boat. The *Garrion* was the first boat to pass the *Crosby Lightship*, and had got about on her next tack before the *Vanguard* was up to the bow of that vessel. *Marinetta* held the third position, hard pressed by the schooner, *Enid* being a bad fifth. The *Vanguard* and the *Pantomime* were about almost at the same time, and the yawl presently followed suit. The three last-mentioned boats then sailed sometimes parallel with each other, but *Vanguard*, having the best

position to windward, gradually drew away. The Garrion was about once more before Marinetta had got on the starboard tack, and the schooner tacked some time before the Vanguard, which went some distance down to windward. After passing the Bell Buoy the yawl took a long reach to windward, with the view of weathering the North-West lightship, and the schooner having gone to windward of the Vanguard, held the second position. The Garrion had made her last tack for the mark boat long before the Vanguard had taken her port tack, and it was thought the latter overcrowded herself, thereby losing a little time. When the schooner neared the North-West lightship she set her fore-topmast and increased her canvas, but went a little too far on the port tack, allowing the Vanguard to pass to leeward, and weather the stationary vessel second. The time of tacking at the North-West lightship was:—Garrion 12h. 26m. 50s., Vanguard 12h. 34m. 30s., Pantomime 12h. 34m. 40s., Marinetta 12h. 42m. 0s., Enid 12h. 42m. 50s., Foxhound 12h. 42m. 50s. The schooner from this point forged through the water magnificently, going at least six feet for every one made by the Vanguard, and the race seemed a "moral" so far as she was concerned. The time, on passing the Bell Buoy for the second time, was officially recorded thus:—Garrion 1h. 9m. 45s., Pantomime 1h. 16m. 10s., Vanguard 1h. 24m. 10s., Marinetta 1h. 30m. 9s., Enid 1h. 30m. 45s.

The wind had now shifted to N.W.b.N., so that the boats had to make a dead beat. On running down the Crosby Channel, however, it changed to the W.S.W., the yachts taking the utmost of it. The Eblana steamed back to the flag-ship about three o'clock, and had not long come to anchor, when Lizzie, (one of the third class boats,) Pantomime, and Garrion were seen racing down from New Brighton in splendid form, the schooner having carried away her topmast. The Madcap and Kittiwake, also in the third class, came down together, the former flying a protest against Lizzie, as it was afterwards discovered, for making her bear away when on the starboard tack. The Foxhound also had a protest hoisted against the Alcyone for a similar reason. The first and second class boats finished as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Pantomime	3	27	3	Enid.....	3	53	15	Myosotis	4	5	40
Garrion	3	28	0	Marinetta	3	55	35	Foxhound	4	8	33
Vanguard	3	49	40	Alcyone	4	3	40	Glance	4	19	20

The schooner therefore won the £50, and the Foxhound, which was allowed four minutes by the Myosotis, was awarded the £40 cup, the sailing committee deciding the protest against the Alcyone in her favour.

The following boats entered for the £20 cup in the third class:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
980	Kittiwake	cutter	20	P. A. Iremonger, Esq.	Owner
1279	Madcap	cutter	20	G. B. Thompson, Esq.	Hatcher
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1984	Shadow	cutter	20	D. MacIver, Esq.	Byrne

Hecate and Spindrift entered, but, however, were not at their moorings.

For the £10 and £5 cups, offered to fourth class yachts, the following boats started :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1498	Naiad	cutter	10	T. A. R. Littledale, Esq.	Dickinson
460	Elaine	cutter	10	J. Leitch, Esq.	Dickinson
1640	Pastime	cutter	10	St. Clare Byrne	Dickinson
267	Cloud	cutter	10	T. B. Bulley, Esq.	
296	Coral	cutter	10	H. L. Bower, Esq.	Fife
2347	Tartar	cutter	9	F. Taylor, Esq.	Dickinson
	Wonderful	cutter	10	F. Wall, Esq.	
1486	Mystic	cutter	10	T. H. Ismay, Esq.	Hatcher

W. A. Tomlinson, Esq., one of the sailing committee, had these races under his charge, and he managed to start them very evenly at 10h. 36m. Indeed, it would have required a very critical eye to decide which was first under way. The Madcap got a slight lead in going down the river, following by Shadow, Naiad, Kittiwake, Lizzie, Coral, Pastime, Wonderful, Mystic, Elaine, Cloud, and Tartar. Shadow going very fast passed Madcap to leeward, Kittiwake and Lizzie sailing very even, Coral picking up Naiad. Lizzie and Kittiwake made a little luffing match down to New Brighton, the former endeavouring unsuccessfully to get to windward of the latter; Shadow and Madcap deriving a little advantage from these tactics. They were both weathered by Shadow and Madcap on the first tack, but by a trifle. Outside, all made short tacks to get on weather shore, Shadow increasing her lead, and Lizzie dropping Kittiwake, Coral passed Naiad and was closely followed by the Pastime, who, as on former day, showed she meant mischief, and as the sea became heavier, passed Coral to windward. Before reaching Crosby ship Lizzie took in topsail, which had been doing her but little good. Lizzie on port tack now gained on Shadow, but had to give way to her. Near the Formby ship there was more sea and wind, Shadow seemed to like the lop, and was increasing her lead when she carried away her gaff, and had to bear up, to the regret of all. The other three sailing a very even match tack for tack down to the Formby, where Kittiwake's

main sheet block gave way and lost her a few minutes. In the fourth class Pastime and Coral were sailing even, the former to windward, Naiad following to leeward, Wonderful astern to windward, Elaine, Cloud, Mystic, Tartar having given up. Lizzie, Madcap, and Kittiwake made a long stretch to the north so as to be able to fetch North-West ship. On going about, Madcap, who had almost overhauled Lizzie, carried away jib-halliards, and much time was lost before another set could be rose, this accident spoilt a most exciting race, and the relative positions were maintained to finish, when the flag-boat was rounded in the following order:—Lizzie 3h. 27m. 10s., Madcap 3h. 32m. 25., Kittiwake 3h. 32m. 48s.

The sailing committee having decided the protest in Madcap's favour, she was awarded the prize. The gallant little ten-tonners made fine sailing in the heavy sea over the bar, and great credit is due to their skippers and crews for the masterly way in which they were sailed. The Victoria Buoy was passed in the following order:—Pastime 12h. 37m., Naiad 12h. 40m., Wonderful 12h. 40m. 30s., Coral 12h. 40m. 35s., Cloud 12h. 44m. 30s.

• Round the Queen's Channel Buoy, Pastime was leading, Naiad let Wonderful slip under her lee, and on jibing found her on her weather; Coral carried away head of her rudder, Wonderful lost her topmast on the run home, and was passed by Naiad, who in smooth water lessened her distance from Pastime, and flag-boat was passed as under:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Pastime.....	2	27	45	Wonderful	2	34	20	Elaine	2	43	0
Naiad.....	2	31	10	Cloud	2	35	20	Mystic	2	47	0

The Pastime therefore took the £10 cup, and the Naiad the £5.

Lieut.-Col. D. Gamble, the Vice-Commodore, subsequently delivered the prizes to the owners of the successful yachts, and took occasion to thank the company on board the Eblana for the encouragement they had given the club and the yachtsmen by their countenance of the matches during the two days. He felt sure that everyone would be satisfied that the Mersey this year had given yachtsmen a fair chance of showing the capabilities of their crafts and the skill of their crews, and he hoped that in future they would be equally successful in that respect.

ROYAL NORTHERN YACHT CLUB REGATTA.

THE annual regatta of the Royal Northern Yacht Club took place on July 6th. Never before has such a fleet of yachts sailed in the Clyde,

and the splendid craft, handled by skilled seamen, kindled the eye with every streak of the light.

The morning, soft and cloudy, with a black belt across the mouth of Loch Long, betokened fine weather, with a breeze of nor'-west wind, but the July sun deadened the wind, and left some doubt that the fair weather craft had more than their own share of luck. Towards the starting hour the breeze freshened hopefully, and drove the racing yachts under some pressure past the Commodore.

The *Æolus*, with Rear-Commodore Mills acting, was moored off the west end of the Esplanade. On board were Hope Robertson, Esq., secretary, and the members of the sailing committee. J. M'Kenzie, Esq., acted as timekeeper, and supplied the official time to the representatives of the press.

The steamer *Kingston* was moored near the Commodore, and served instead of a club house on shore, to accommodate a large party of members and friends, but the substitute was not a happy one.

In Gourock Bay the "clippers" were lying at their chains, and main-sails were shaken out as soon as the forecastle stoves were put out. The *Pantomime*, looking like a big *Persis*, got under way, and came out of the Bay with a crowd about her. The petal hue of the flag of the *Myosotis* was catching the sun, and the black cross of the *Alcyone* was flaunting a challenge to the tricolour of French. The white crescent and star of the old *Glance* got her mistaken for the *Enid* in a new rig, and the Maltese cross of the *Alceste* fluttered out of the Bay in a blast that promised her the race. The horizontal stripes of the *Lizzie* and the colours of the *Quickstep* were flying a defiance, and the little square of bunting at many a masthead drew critical eyes. The old flag of the *Fiona* was flying, and with plenty of timber at Port-Glasgow, she would be driven hard enough. The *Garrion*, always handsome, was coming down the wind all right, after reaching nigh a hundred miles on the previous day at the heels of the *Cambria* in a ten knot breeze. But the *Vanguard* was there, and it was the *Vanguard's* day.

The first race was for first-class cutters and yawls, first prize £100, second prize £20. The following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
607	<i>Fiona</i>	cutter	78	J. Wylie, Esq.	Fife
697	<i>Garrion</i>	cutter	98	T. Houldsworth, Esq.	Steele
2416	<i>Vanguard</i>	cutter	60	W. P. Miller, Esq.	Ratsey

The *Oimara* entered, carried away a spar on the previous day and did not compete. The course was from Commodore to Powder Buoy,

buoy at Hunter's Quay, buoy at Bullwood, and home—three times round. Started at 10h. 46m.

With his usual smartness, Thomson was off with the lead, the Vanguard flying past the red flag, with Garrion astern and Fiona on Garrion's lee quarter. Hauling round the lee buoy, the Vanguard's lead on the reach gave her first place, and with first jib and big topsail she was fetching fast along the Kilcreggan shore. The Garrion, not laying the same wind, stayed off Gourock Bay, and, with Vanguard leading, made board for board across Loch Long. The Fiona, with big square-headed topsail, was well to leeward of Garrion, going fast enough, but without the weather gripe she usually shows. Staying off Gourock Bay, Houston lost the stronger wind, and the Fiona made nothing of the leading boats. With the tide hanging on the turn for ebb, the cutters had no help but from the wind, and weathered at Hunter's Quay with the Vanguard still leading. Going down the Dunoon shore, jib-topsails were set, and the sun shining out, brightened the white canvas against the hills: Weathering at Bullwood, spinnaker jibs were set, but the Vanguard was keeping her lead as she always does, reaching in moderate winds. The Vanguard reached Commodore first, followed by Garrion and Fiona. On the wind the Garrion and Fiona were closing up, the two smaller getting the good of their balloon foresails, and the Garrion badly off for a breeze.

In the second reach the three cutters were carrying spinnaker jibs, and the Fiona had done so well on the turn to windward, that abreast of the Cloch she was leading the Vanguard, with Garrion half-a-mile astern of Vanguard. But the Vanguard was again reaching away for a lead. On the wind the Vanguard was hugging the Roseneath shore, with Garrion and Fiona astern; but the wind was failing, and the big topsail of the Garrion was hardly standing. A longer board off the Roseneath shore than she should have made had cost the Fiona the lead, and off Cove the racing boats were on pretty even terms. Weathering on the Dunoon boat, the white sails laying against the wooded bluff of Innellan and the clear-cut peaks of Arran, were very striking.

Reaching past the Cloch, the spinnaker jibs were telling against the Garrion; but the freshening wind was lifting her past the Vanguard, and the Fiona was slowly closing on Ratsey's cutter. Without sufficient wind for this class of boats, the race had but a partial interest. The result showed that the Garrion is sailing better in light winds. About her power in a breeze and a seaway there is no doubt, and under her reduced mast she is more handy. A boat staying easy as she did when down to her skylights in the sea on the Mersey Bar, is good for any weather. The race was timed:—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Vanguard	1	6	41	4	5	4	6	14	2
Garrison	1	9	59	4	7	42	6	11	54
Fiona	1	11	31	4	2	47	6	14	43

The Vanguard, from her time allowance, claimed the first prize, and the second fell to Fiona.

The second race was:—£75. First-class schooners. The following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1638	Pantomime	schooner	142	J. F. Starkey, Esq.	Ratsey
169	Blue Bell	schooner	170	J. Stevenson, Esq.	Nicholson
604	Fiery Cross	schooner	51	J. Stirling, Esq.	Fife
807	Harrier	schooner	150	J. Pollock, Esq.	Hansen

Course same as for first race. Started 11h. 9m. The Fiery Cross, with square-headed topsails, slipped past first, with Pantomime, Harrier, and Blue Bell astern. Hauling round the Powder Buoy, the Pantomime came along in a stronger wind, carrying foretopsail and big maintop-sail, and going as if she wanted all the wind she could get, with a heavy quarter and the full stern of Wanhill's boats. The Pantomime is a handsome schooner, and, with enough of wind, a powerful vessel. Under her lee the Blue Bell was going, looking well in her new cloth, and in the light wind was believed to be winning boat. The Harrier's canvas was hardly flat enough upon her, and she is evidently not sparred for racing. Jameson had only to look at his antagonists to fear the Cross had got more than her match ; but he kept the good boat griping into the weather shore, and tried all that could be done to keep inside his eighteen minutes from Blue Bell.

The Bell, feeling the wind, fetched across Loch Long, and got under the Kirn land, with Cross astern. With a nice slant she weathered the flag-boat first, and went off upon the reach to Dunoon, with the Cross following, and Pantomime pretty well astern. Reaching back, Blue Bell was going fast, with jib, topsail, and main-topmast staysail. Cross had spinnaker jib set, and was going in for broken sticks rather than be left behind. The Harrier set squaresail and square fore-topsail, coming along like a merchantman under dandy rig. On the wind the Pantomime weathered on Blue Bell, and looked like keeping the lead, going into Loch Long with a short board, and fetching over to Hunter's Quay. Cross was falling astern badly, and was in for ill luck with the wind as well. With spinnaker jib she was going off the wind fast enough, but was overmatched. This race was timed:—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Blue Bell	1	54	44	4	34	40	6	43	22
Pantomime	1	56	57	4	29	43	6	37	25
Fiery Cross	1	58	45	4	45	19	7	5	19
Harrier.....	2	29	34	5	14	15	0	0	0

The Pantomime claimed the prize, but Blue Bell lodged a protest of having to give way to Pantomime when on the starboard tack.

The third race was for second-class yachts of any rig, first prize £40, second prize a silver mounted field-glass, presented by Messrs. M'Gregor of Greenock, for master of second yacht.

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
673	Foxhound	cutter	35	Marquis of Ailsa	Fife
26	Alceste ..	cutter	40	H. Walker, Esq.	Fife
1476	Myosotis	cutter	40	T. G. Freke, Esq.	Ratsey
2635	Xema	cutter	35	S. Crawford, Esq.	Fife
1298	Maria	cutter	35	R. Sharp, Esq.	Wallis
530	Eveleen	cutter	39	P. French, Esq.	Fife
742	Glance	cutter	35	J. R. Rushton, Esq.	Hatcher
30	Alcyone	cutter	40	Sir W. Topham	Hatcher

Course same as for first race. Started 11h. 34m. 5s.

The Myosotis led down to the buoy to windward of the fleet, the yachts crowding past boom to bowsprit as close as they could lay in a stronger blast. The spectacle was exciting in the extreme, as they bore away for the reach, with Foxhound and Alceste astern. This race was the contest of the day. With the jib-headed topsails and first jibs, the yachts were under canvas for a breeze which did not come. Jib topsails were set to drag out the fastest boats, but they kept pretty well together to the lee buoy. Myosotis getting a lead, got first round, and stood in towards Roseneath. Alcyone, second, went about on starboard tack, with Glance in her wake, standing over for the Gourock shore; the other griped in for the Roseneath land, with Myosotis leading close in shore.

Going about, Myosotis lay along the shore, with Eveleen in her wake, and Foxhound weathering on both. The Alceste, standing towards Kempock, was weathered by Alcyone, and Mr. Freke's boat stood in crossing bows of Myosotis and Foxhound. Alceste, going about on port tack and leaving the rest of the fleet astern, went under the stern of Myosotis and Foxhound, with Glance in her wake. Maria, on weather beam of Eveleen, was fetching to the north shore, and the yachts, scattering, were seeking the wind out of Loch Long. The Alceste, going about off Kilcreggan, weathered on Hound and Myosotis, and was second boat, with Alcyone leading. With the wind freshening,

Mr. Walker's cutter was showing good speed, and, on starboard tack, heading for M'Inroy's Point, was leaving Foxhound and Myosotis; but the latter, laying up the Cove shore in the slack tide, stayed off the pier, and, fetching across Loch Long with a capital lead, weathered Alceste, which cutter was well on weather-quarter of the Foxhound.

Alcyone passed flag-boat at 1h., with Myosotis one minute astern, and Alceste two minutes astern, with Eveleen third boat, and Foxhound fourth. With jib topsails, the cutters lay down the Dunoon shore, the Alceste carrying spinnaker jib, and taking in the Myosotis. Foxhound, reaching up; passed flag-boat:

In the reach back, spinnaker jibs were set, but the Alcyone maintained her lead, with Myosotis, Alceste, and Foxhound astern. In the second turn to windward the four leading cutters left the other boats well astern. With the wind shifting and strengthening they changed positions, with the general result of showing they were wonderfully well matched. The Myosotis and Alcyone, carrying balloon foresails, seemed to have some advantage in the light winds, but could not get away from Foxhound and Alceste. What the Alceste gained going to windward she lost in the reach, and with a smaller spinnaker than the other cutters, was under short canvas. In the second turn the Alcyone weathered at Hunter's Quay about 3h. 41m., with Foxhound, Myosotis, Alceste, and Eveleen astern. In the reach up the Alcyone led, with Foxhound getting a great lift from her spinnaker jib. In the third turn the Alceste led along the Roseneath shore with a nice breeze, head-reaching on Myosotis, and taking in Foxhound and Alcyone. Going down the Dunoon shore the Foxhound reached out ahead of Alcyone and was leading boat. Near the Bullwood Buoy the Foxhound luffed up to prevent the Alcyone passing her, and the Myosotis slipped past first boat. The Alceste was running past second boat when she was suddenly jammed down upon the flag-boat by Foxhound trying to take the buoy without leaving a berth. The Alceste touched the flag-boat and lodged a protest against Foxhound and Alcyone. In the reach Myosotis kept first place, followed by Alcyone, Alceste, and Foxhound. The yachts were timed:—

	FIRST ROUND.			SECOND ROUND.			THIRD ROUND.		
	h.	m.	s.	h.	m.	s.	h.	m.	s.
Alcyone	2	20	29	4	50	14	7	10	33
Foxhound.....	2	23	38	4	50	20	7	17	7
Alceste	2	23	37	4	55	40	7	16	15
Myosotis	2	20	36	4	58	50	7	10	3
Eveleen.....	2	25	56	4	59	55			
Xema	2	34	55	5	8	15			
Glance	2	41	29	5	15	46			
Maria	2	47	50						

The Myosotis claimed first prize, and Alcyone second.

The fourth race was—£25 for third-class yachts (any rig). The entries were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2641	Zampy	cutter	20	J. M. Forrester, Esq.	Connell
1279	Madcap	cutter	20	G. B. Thompson, Esq.	Hatcher
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner
1046	Leander	cutter	20	J. Reid, Esq.	Reid & Co.

The same course twice round. Started at 11h. 45m.

The Leander got away first and hauled on the wind, with the likelihood of keeping her lead. But the breeze was hardly strong enough, and Mr. Fulton's boat was dragging through the lee of the other boats at a speed that threatened the Leander's lead. The way in which the Lizzie sailed last year in the Clyde, and her great reputation, gave her the race beforehand; but the hollow-floored Quickstep was showing wonderfully on the wind as well as off it. Mr. Fulton has coppered his boat and smartened her appearance, and she looked as fast as she sailed. The Leander was kept going, and led the Lizzie in both turns—a proof that Leander is fast enough to meet any 20-tonner when she finds her weather. The Zampy, tender and cripple last season, cannot get enough of wind since she has been ballasted, and could not weather Leander or Quickstep.

The Quickstep was indeed going handsomely, and in the second turn was still leading with jib-topsail and balloon foresail, going by the wind. While the 20-tonners were working across Loch Long to weather the flag-boat at Hunter's Quay, the 40-tonners got mixed up with them, and sailing through the fleet were the large schooners and cutter, complicating at every turn charming spectacles, to which the shadow-tinted hills and Dunoon and the Holy Loch formed backgrounds. At the mark-boats the clustering yachts were strikingly clouded with the light brightening balloon canvas, and softening the delicate greys of the shadowed sails. And in the sunlight the squalls turned up silver streaks astern of the craft—flashes that touched the leaden sea and gladdened the sailor's eyes. The yachts in this race were timed:—First round, Quickstep 3h. 2m. 20s., Leander 3h. 6m. 43s., Lizzie 3h. 10m. 24s., Zampy 3h. 24m. 25s., Madcap 3h. 11m. 31s. Second round, Quickstep 5h. 37m. 36s., Leander 5h. 41m. 16s., Lizzie 5h. 41m. 54s., Zampy 6h. 13m. 10s.

The Quickstep took first prize, and the Leander the second prize.

The fifth race was for £10 for yachts of ten tons and under. The entries were:—Naiad, cutter, 10 tons, T. Littledale, Esq.; Zeta, cutter, 10 tons, J. Rainey, Esq.; Vision, cutter, 9 tons, M. Carswell, Esq.; Rosa, cutter, 10 tons, J. Eadie, Esq.; Amber, cutter, 9 tons, C. Connor, Esq.; Elaine, cutter, 10 tons, J. Leitch, Esq.; Mystic, cutter, 10 tons, T. H. Ismay, Esq.; Cloud, cutter, 10 tons, T. Bulley, Esq.; Lurline, cutter, 10 tons, W. Bodger, Esq.

The race was started at 12h. 15m. round a shorter course. The Vision got away cleverly, followed by the others "in a ruck." The wind was a nice topsail breeze, and all the canvas that would stand in the wind or would not, was set. Along the Roseneath land the more experienced pilots were fetching, while some of the Liverpool boats were carrying the wind too far amid channel, and losing its strength. A narrow boat like the Naiad should have done better in the light wind, but Fife's new 10-tonner, Rosa, and Brag's new Cloud, built also at Fairlie, proved the faster boats, and with Vision kept the lead; indeed, the Vision is hardly to be beat in light winds. In the reach back to Commodore the Cloud still kept her place, and with enough of "duck" to clothe a regiment, the fleet ran up the Ashton shore, shifting with the slants of the breeze, crowding and opening, and again closing up in fantastic patches against the dusky land. The Cloud, with Vision and Elaine leading, were timed with the others:—First round Elaine 3h. 58m. 45s., Vision 3h. 58m. 58s., Cloud 3h. 59m. 10s., Rosa 3h. 59m. 15s., Naiad 4h. 0m. 0s., Zeta 4h. 14m. 7s., Lurline 4h. 34m. 25s. Second round, Cloud 6h. 37m. 6s., Vision 6h. 39m. 55s., Rosa 6h. 42m. 7s., Elaine 6h. 48m. 44s., Naiad 6h. 54m. 40s. Zeta and Lurline were not timed. The Cloud claimed the prize, but Vision protested that she had struck the flag-boat with her spinnaker boom. The protest of the Vision was confirmed, and Mr. Carswell added another to his trophies.

Second day.—Monday, July 8th, promised an uncomfortable finish to the races. The morning broke with easterly wind, uncertain and light, accompanied by a deluge of rain towards the starting hour. With an air the yachts under canvas were carried towards the Commodore, and for some hours a deluge fell upon the vessels drifting in the calm. The thickness hid out the shore, and the miserable, drenched look tried the tempers of the yachtsmen. The cheery sound of bagpipes came from one of the racing yachts, but the wind would not be piped up.

The race for third class yachts of any rig for a prize of £20 was sailed first (followed by the fourth, second, and first classes, an arrangement which eventually proved excellent). The entries for the third class prize were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2643	Zampa.....	cutter	20	J. M. Forrester, Esq.	
1279	Madcap	cutter	20	G. B. Thompson, Esq.	Hatcher
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner
1046	Leander	cutter	20	J. Reid, Esq.	Reid & Co.

The course was from Commodore round Powder Buoy and mark boat at Hunter's Quay, Bullwood, and back to Commodore; twice round. Started at 1h. 30m. The cutters entered, under lower canvas and jib headed topsails, started, but without Leander. This yacht had gone as far as Gourock, her owner being under the impression that no races would be run. The changed programme was not made generally known, and mistakes were in consequence made.

The twenty-ton cutters hauled on the wind, with a strong breeze, and sailing along the Roseneath shore the squalls were laying the narrow boats into the rail. Opening Loch Long, squalls were bringing out the finer qualities of the craft, and no little surprise was occasioned by seeing the Zampy, believed to be a tender boat, standing up to the squalls, leading the twenty-ton fleet, and beating the famous Lizzie in her own weather. The Quickstep, going capitally, could not pick off the Vice-Commodore, and in the reach where her build might tell, Mr. Fulton's boat did not close with her.

In the second turn to windward the Zampy had Quickstep under her lee as far as the Hunter's Quay mark-boat, and reaching to the Bullwood, the Quickstep gained nothing on her opponent. Under jib-headed topsails and jib-topsails, both boats were pressed with Lizzie in their wake, carrying a jib-topsail like a spinnaker. In the reach Zampy set big square-headed topsail, and with jib-topsail and spinnaker on boom, she was a cloud of canvas. The Quickstep was under the same balloon canvas, and Lizzie came down the wind with a spinnaker that might have blown her out of the water. Off Gourock the Quickstep reached past Zampy, and came in winner. The first round was timed:—Zampy 3h. 47m. 52s., Lizzie 3h. 51m. 13s., Quickstep 3h. 54m. 26s.

The sailing of the Zampy was a success, and in beating the Lizzie in a breeze Mr. Forrester may congratulate himself on owning a clipper.

The next race was a cup value £10, for fourth class yachts, any rig:—Naiad cutter, 10 tons, T. A. R. Littledale, Esq.; Zeta cutter, 10 tons, J. R. Rainey, Esq.; Vision 9 tons, M. Carswell, Esq.; Rosa cutter, 10 tons, J. Eadie, jun., Esq.; Amba cutter, 9 tons, C. C. Connor, Esq.;

Elaine cutter, 10 tons, J. Leitch, Esq.; Mystic cutter, 10 tons, T. H. Ismay, Esq.; Cloud cutter, 10 tons, T. R. Bulley, Esq.

The start was at 1h. 41m. the fleet went off in a crowd, some with jib-headed, some with square-headed topsails, and some without topsails. The breeze was strong, but in the smooth water off the Roseneath shore they were carrying their sails well. The Vision, without her topsail was overmatched, although keeping a good place. Mixed up with the other races it was not easy to follow the boards made by the smaller craft owing to the squalls in Loch Long. Weathering the Hunter's Quay Buoy the Zeta, a hard-weather boat, was going badly in the squalls, but a jib, far too heavy, was lowered, and a heavier one was set. The consequence was that the Zeta was bruising through it in a cloud of foam, dragging her canvas instead of carrying it, and showing a want of seamanship. The Rosa, handled much better, was going well, and the Vision was keeping her own good name.

The Cloud, however, proved to be the boat for the day, and won a hard contested race, and to her owner and the owners of the other ten-ton strangers thanks are due for venturing their craft so far to contest at these regattas.

The next race was for second-class yachts of any rig, first prize was for a Sevres vase, value £40, second prize £10. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
673	Foxhound	cutter	35	Marquis of Ailsa	Fife
26	Alceste	cutter	40	H. Walker, Esq.	Fife
2460	Vega	yawl	43	Sir W. R. Brown	Nicholson
396	Dinorah	yawl	40	G. Thomson, Esq.	Fife
1476	Myosotis	cutter	40	T. G. Freke, Esq.	Ratsey
2635	Xema	cutter	35	W. H. S. Crawford, Esq.	Fife
1298	Maria	cutter	35	R. Sharp, Esq.	Wallis
742	Glance	cutter	35	J. R. Rushton, Esq.	Hatcher
30	Alcyone	cutter	40	Sir W. Topham	Hatcher
604	Fiery Cross	schooner	51	J. Stirling, Esq.	Fife

The Eveleen cutter did not start, having drawn the bolt of her throat halyard spur.

The course was from Commodore round Powder Buoy, flag-boat at Bullwood; three times round. The start was at 1h. 57m. 30s. The "forties" had been well scattered in the rain and the mist and the sudden breeze, and the strength of the blasts created some uneasiness about canvas. Boats fit to carry "any amount" of canvas were hove up in the wind, balloon foresails shifted, square-headed topsails sent

down, and Scottish caution manifested. The cutters and yawls shoved past the flag-boat, reaching away to the buoy at a great pace. The *Myosotis* ahead and to leeward, went away to shove the first boat past the mark on to the starboard tack, but *Alcyone* went under her stern and stood on to *Roseneath* shore. The *Foxhound* was laying in the wake of the *Alceste*, and the *Vega* and *Dinorah* yawls were astern. The *Vega* stood in towards *Roseneath*, and getting a strong wind off the land, fetched along the *Kilcreggan* shore and opened out *Loch Long* at a speed that proved her a fast and powerful vessel. The *Alcyone*, with a good wind, fetched across the river to *Kempock*, and getting it strong out of *Loch Long* fetched across to the Cove shore, weathering on her fleet. *Myosotis*, expecting a check from the southward, and wanting a lift from the ebb, lay across to *Gourock Bay*, while the *Alceste* gripped along the north land, with the *Foxhound* on her lee quarter. Coming about to clear the Shoals the *Alceste* got under *Foxhound's* stern, but reached through her lee with the strengthening breeze. The *Xema*, a hard sailer, came up on the *Alceste's* weather quarter, and threatened the lead. Balloon foresails were shifted for working foresails in *Alceste* and *Myosotis*, and Mr. Walker's cutter was improving her speed with the breeze. Standing across *Loch Long* for the mark-boat, the *Alceste* was tackled by the old *Glance*, going like a race-horse under jib-topsail and a tremendous press of canvas. The *Glance* was dropped, and the *Alceste* reached up to the buoy with *Garrion* in her lee, the big cutter showing her long, bright bilge of copper in a torrent of foam. The *Alcyone*, *Vega*, and *Foxhound* went round with *Alceste* and *Myosotis* astern, and the spectacle at this moment was extremely exciting. A heavy squall struck the yachts, and some half dozen were bearing round in each others wakes, with the sea broken and boiling all about them. The *Alcyone* lay down to the *Bullwood* flag-boat, and reached away in a strong breeze, leaving a fleet becalmed off the *Gantocks*. The wind, wild and fluky carried the yachts round the mark-boat, and with booms checked away, and spinners boomed out, they ran for the *Commodore*. They were timed (first round):—*Alcyone* 3h. 52m. 19s., *Xema* 3h. 59m. 33s., *Myosotis* 3h. 59m. 59s., *Alceste* 4h. 0m. 37s., *Foxhound* 4h. 0m. 53s., *Dinorah* 4h. 3m. 30s., *Glance* 4h. 11m. 40s.

In the reach of the *Kirn* the *Vega* yawl, which had proved herself a very fast boat on the wind, carried away her topmast, and was out of the race. The *Foxhound*, which went round the *Bullwood Buoy* with *Alceste*, rather lost in the reach, and did not show the same speed she had shown on the previous day. The *Dinorah* in the run to leeward carried a big spinnaker, and sailed fast throughout. On the wind the

Myosotis stood towards Gourrock, while Xema had a capital "ratch" along the Roseneath side, and lay up so well that she got the Alceste on her lee beam, and side by side these cutters stood up into Loch Long. The Alceste hove about to get clear of Xema, but Mr. Crawford's boat tried to "blanket" her antagonist. With her sheet well in, the Alceste, griped up on lee quarter of the Xema, slowly dragged through her lee, and left her for the day.

The wind was still freshening from great white Linnell-looking banks of cloud over the Dunoon hills, and the Alceste was getting the good of the breeze. With the Xema and Foxhound left, it lay between the three forty-tonners, and they seemed as well matched in the strong wind as in the light. The Hunter's Quay boat was again weathered, and Alceste, second boat, followed by Myosotis and Foxhound, lay down to Dunoon at a splendid pace, the sea sparkling in the sun was torn up by the keen stems, and the excitement was varied by the fear of heavy squalls off the Bullwood. Running up past the Cloch, the Alcyone held her long lead, followed by Alceste, Foxhound, Xema, Zampy, Quickstep, and Lizzie. With spinnaker jibs and ordinary canvas, the crowd presented a fine sight. With spinnakers hauled out the run was to Commodore and lee buoy. The Alcyone, leading boat, stayed with the Alceste, second boat, and Foxhound third and well astern. The strong wind was promising victory to Alceste in the third round, when she was hailed by a member of the committee, and the race declared to be finished. This very arbitrary proceeding occasioned a protest on the part of the Alceste. It was explained that only two turns had been intended, but this information had not been properly announced to the competitors. The Alcyone was adjudged first prize, and the Alceste second.

The next race was for the Ladies' Cup, first-class yachts (any rig), second prize, £30. The following started :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
169	Blue Bell	schooner	170	J. Stevenson, Esq.	Nicholson
2460	Vega	yawl	43	Sir W. B. Brown, Bart.	Nicholson
807	Harrier	schooner	150	J. Pollok, Esq.	Hansen

The same course as 40-ton cutters, started at 2h. 4m. 3s. The Vanguard, with her usual good luck, picked up the lead and kept it, the Fiona and Garrion making nothing of her in the smooth water.

The Garrion with the stronger wind, did not appear to be griping up with her usual power, and in the reach she seemed to get away from her competitors. At the close of the race they were timed :—

	h. m. s.		h. m. s.		h. m. s.		
Vanguard.....	8 30 41	|	Fiona.....	8 36 26	|	Garrion	8 38 0

Vanguard had first prize and Fiona second. In the strong breeze the victory of the Vanguard means an unmistakable thrashing for the Clyde, or a suspicion that the Fiona is not going in her usual style. The sailing of the Vanguard, Myosotis, and Alcyone leads to the belief that the English builders are able to hold their own against the Clyde

For Yachts under 6 tons, cup value £5, the following started:—Fairy, 4 tons, W. J. Armstrong, Esq.; Mora, 4 tons, H. W. Walker, Esq.; Model, 5 tons, A. Adam, jun. Esq.; Glance, 5 tons, A. Brown, Esq.; Fanny, 5½ tons, J. E. Scott, Esq.

Gipsy King gave up. A protest was lodged against the Fairy for having failed to go round one of the buoys.

ROYAL ULSTER YACHT CLUB MATCHES.

On Saturday, June 29th, the fifth and sixth matches of this club were run off. The prizes for both were presented by a few of the members who are not yacht owners, but who enjoy the noble sport, either as on-lookers or enlist under the flag of some racing craft as men before the mast.

The yachts were started from Greypoint, the twenty-tonners at twelve o'clock, and the ten-tonners half-an-hour later.

The Fifth Match, open to yachts of the club, twenty tons and under. No restriction as to the hands. Prize value £10. Course from Grey-point round the Oyster Bank and Carrickfergus Bank Buoys to the flag-ship. Twice round. The following yachts entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner
1887	Ripple.....	cutter	12	G. Murney, Esq.	Fulton
2431	Vera	cutter	18	Wm. Girdwood, Esq.	
1203	The Lizzie.....	yawl	12	Capt. Hartwell, R.N.	Roberts
2178	Surprise	cutter	20	H. D. McMaster, Esq.	Hansen

The start was a flying one, and as soon as the last gun was fired the yachts bore down on the flag-ship, crossing the line between her and the break-water in the order and time here named:—Ripple 12h. 0m. 35s., Quickstep 12h. 0m. 45., The Lizzie 12h. 0m. 50s., Surprise 12h. 1m. 40s., Vera 12h. 2m. 10s.

Early in the morning there was a very stiff breeze, but it had blown itself out, and at the time of starting there was a light N.N.W. breeze enabling the yachts to carry all their canvas, including gaff-topsails, square headers being set on all except the Surprise, who had only a jib-headed one. After Greypoint was rounded, The Lizzie set her jib-topsail, and the others quickly followed the example as the wind was free enough to allow them to be carried. Before they had gone very far towards the Oyster Bank Buoy the wind went round to the westward, breaking the vessels off their course and making it necessary to beat the remainder of the way. Off Holywood a flat calm, lasting for a considerable time, left the racers at the mercy of the tide, which fortunately was in their favour, although anything but strong at this part of the Lough.

Light airs enabled them to reach the buoy just as a south-east breeze came along, bringing with it the yachts in the ten-ton race with spinnakers set, so that both rounded this mark together. The time at this point was:— Quickstep 1h. 49m. 45s., Vera 2h. 5m. 0s., Ripple 2h. 6m. 0s., The Lizzie 2h. 9m. 45s., Surprise 2h. 15m. 0s.

As soon as they rounded, the yachts lay on the starboard tack for the next buoy. The Ripple came up on the Vera and passed her, and then expecting the wind to come more from the southward she went about, standing towards the Condown shore; she, however, was disappointed, as the north wind gained the day. Going about again, she lay up for the rest of the fleet, and found herself from being second boat before this unfortunate board, to be nearly last.

Rounding Carrickfergus Buoy, they lay for the flag-ship, close hauled, the wind being now N.E.b.E. The Quickstep showed her jib-topsail at the bowsprit end, the others carrying theirs all the way across the Lough. In a strong puff close to the flag-ship the weather cross-tree of the Vera bent, and her topmast went over her side, breaking about four feet above the mainmast head. She rounded the mark, gathered in the wreck, and set her colours on the stump as if intending to go on, but on consideration of her chance of the prize now that she could neither set her gaff-topsail nor spinnaker, she hauled her wind and gave up.

The first round was as follows:—Quickstep 3h. 10m. 0s., Vera 3h. 32m. 0s., The Lizzie 3h. 36m. 15s., Ripple 3h. 38m. 40s., Surprise 3h. 43m. 15s.

The Quickstep set her jib-topsail again, shifted her topsail for a larger one, and set spinnaker, the others setting their spinnakers also as the wind was well aft.

There was no change in the relative position of the yachts during the rest of the race until near the finish, when the Ripple and the Lizzie had to take a short tack to weather the flag-ship, the former got ahead, and came in second boat. Time at finish:—

	h. m. s.		h. m. s.		h. m. s.
Quickstep	5 29 15	Ripple	6 7 30	The Lizzie	6 10 15

The Surprise had already given up.

The Sixth Match, open to yachts ten tons and under, no restriction as to

hands. Course, once round the one for twenty tonners and a leg to Carrick-fergus Buoy and back to flag-ship. Prize £5.

There were only two yachts entered for this race:—Amba, cutter, 9 tons, C. C. Connor, Esq.; Flirt, cutter, 7 tons, John Currell, Esq.

The gun was fired at 12h. 30m., but there was hardly a breath of wind at the time, and the yachts drifted rather than sailed up to the line for the start. The Amba was across first, and immediately went about, standing off the shore. The Flirt held on the inshore tack at first, and then stood out after the Amba. Both were becalmed off the Point until a light E.S.E. breeze sprung up, carrying the Flirt alongside of Amba. Spinnakers were got up as quickly as possible, and a very even race was sailed up to the Oyster Bank Buoy, the Amba having the advantage of being first round.

After passing this buoy the Amba got a slant of wind which not only gave her an enormous pull upon the Flirt, but placed her ahead of some of the yachts in the twenty-ton match, rounding the flag-ship a minute and a half after the Vera. Flirt's chance of the prize was very small indeed; but her crew manfully held on to the last, deeming it better to be timed at the finish, no matter how much behind, than give up the race. The flag-ship was passed as follows:—Amba 3h. 33m. 30s., Flirt 3h. 50m. 15s.

The Amba, with a cloud of new canvas, was sailed as well, if not better than usual, and bore away for the Carrickfergus buoy, the Flirt following as hard as possible. A stern chase is a long chase, and although the Flirt gained 1m. 55s. between the flag-ship and Carrickfergus buoy and back, the Amba came in the victor, the race finishing as follows:—

	h. m. s.		h. m. s.
Amba	4 29 0	Flirt	4 46 10

The regatta was held on July 11th, at Bangor, Belfast Lough, and was most successful. The breeze was strong enough and steady enough for a good day's sailing. The first race was for the Bangor Challenge Cup and £25 added by the club. Last year the Enid won it but as it must be won twice in succession, there was another contest for it this year. The race was open to all yachts of any rig or tonnage, and the following entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
501	Enid	yawl	57	G. Putland, Esq.	Wanhill
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Batsey
640	Flying Cloud.....	schooner	75	Count Batthyany	Inman

The Foxhound entered for both first and second race, but started in the second one. The Flying Cloud had not managed to get round from Kingstown, so that the race lay between the Enid and Vanguard. The start was made at eleven o'clock sharp.

Vanguard was across the starting line in twenty-four seconds after the gun was fired, and the Enid forty-four seconds.

The course was from Bangor round flag-boats off Rockport, Carrickfergus, Blackhead, Ballymacormick Point to Bangor, twice round, making about thirty-two miles. As the wind had some east in it spinnakers were set with the booms well forward, at first the Enid seemed to gain on her antagonist but did not succeed in passing her, so that the Vanguard led to Carrickfergus. At this point something gave way and she lost her position in getting it put to rights and Enid led along the Antrim shore by a long way—from Blackhead up to Ballymacormick Point it was a close haul and in this the Vanguard proved herself the better boat, passing the Enid and rounding the flag-boat well ahead. Jib-topsails and spinnakers were again set and the first round was completed as follows :—Vanguard 1h. 26m. 2s. Enid 1h. 29m. 24s.

The Vanguard never lost her position and increased her lead on the second round, and the race was finished by :—

		h. m. s. |		h. m. s.
Vanguard	..	..... 3 44 58	|	Enid..... 3 59 42

Mr. Miller thus holds the cup for this year and won the £25.

The second race was for yachts not exceeding 40 tons and not under 20 tons, prize £30. The entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2635	Xema	cutter	34	W. S. Crawford, Esq.	Fife
396	Dinorah	yawl	40	G. Thomson, Esq.	Fife
1476	Myosotis.....	cutter	39	T. G. Freke, Esq.	Ratsey
26	Alceste	cutter	39	H. Walker, Esq.	Fife
673	Foxhound	cutter	34	Marquis of Ailsa	Fife

The Dinorah did not start.

The gun was fired for this race at 11h. 30m., and the line being crossed as follows :—Alceste 11h. 30m. 28s., Xema 11h. 30m. 45s., Foxhound 11h. 30m. 54s., Myosotis 11h. 31m. 0s.

Spinnakers were set at once and carried until Carrick flag-boat was reached, where they were taken in for the reach to Blackhead. The course being the same as that for the first race. The Myosotis got into the first place leading the others round the course both times. As soon as Ballymacormick Point was rounded Myosotis set her spinnaker, the others only jib-topsails until passed the flag-ship. The first round was completed as follows :—Myosotis 2h. 3m. 16s., Alceste 2h. 4m. 34s., Foxhound 2h. 6m. 37s., Xema 2h. 12m. 15s.

A short way past the flag-ship spinnakers had to be taken in as the wind came off the land more, and then from Rockport to Carrick they were again set. A close race was made between the two first boats, and when they reached the flag-ship for the last time the order was :—

	h. m. s.		h. m. s.		h. m. s.
Myosotis	4 15 50	Foxhound	4 21 15	Xoma	4 31 44
Alceste.....	4 17 8				

The third race was for yachts exceeding 10 and not exceeding 20 tons, first prize £20, second £10. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner
1837	Ripple	cutter	12	G. Murney, Esq.	Fulton
1984	Shadow	cutter	20	D. Mac Iver, Esq.	Byrne
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
2178	Surprise	cutter	19	H. D. M'Master, Esq.	Hansen
1046	Leander	cutter	20	J. Reid, Esq.	Reid & Co.
827	Hecate	cutter	20	J. B. Huntington, Esq.	

The start was made as follows:—Leander 12h. 0m. 25s., Quickstep 12h. 0m. 30s., Lizzie 12h. 0m. 47s. Shadow 12h. 0m. 52s. Ripple 12h. 1m. 46s.

The Surprise did not start, and the Hecate had not arrived in port.

Spinnakers were set, the Lizzie adding a water sail below her spinnaker boom. The course was from Bangor round flag-boats off Rockport, Carrick, Kilwol to Bangor, twice round. At Carrick the Quickstep took the lead, which position she held during the remainder of the race. The Ripple when off Cramfordshun carried away her topmast owing to the hook of her preventer backstay drawing, and she gave up the race at once. The first round was finished as follows:—Quickstep 2h. 12m. 19s., Leander 2h. 15m. 18s., Shadow 2h. 17m. 32s., Lizzie 2h. 18m. 36s.

Spinnakers were set on rounding the flag-ship, the Leander being particularly smart with hers. No change of any importance occurred during the several rounds, and the race was finished as follows:—

	h. m. s.		h. m. s.		h. m. s.
Quickstep	4 4 50	Shadow	4 12 42	Lizzie	4 18 50
Leander	4 10 41				

The Quickstep won the first prize, her seventh this season, and the Leander the second prize.

The fourth race was open to yachts 10 tons and under, first prize £10 second £4. Course, once round the 20-ton course and then round a flag-boat off Greypoint and back to the flag-ship. The entries were:—Boreas, cutter, 10 tons, T. Workman, Esq.; Cloud, cutter, 10 tons, T. R. Bulley, Esq.; Elaine, cutter, 10 tons, J. Leitch, Esq.; Naiad, cutter, 10 tons, T. A. R. Littledale, Esq.; Amba, cutter, 9 tons, C. C. Connor, Esq.; Nil Desperandum cutter, 9 tons, M. H. Thomson, Esq.; Mystic, cutter, 10 tons, T. H. Ismay, Esq.; Glance, cutter, 8 tons, W. Hughes, Esq.; Flirt, cutter, 7 tons, J. Currell, Esq.

The Amba lost her mast in the Clyde and was not able to get one in time, and the Glance did not arrive in the Lough.

The start was made at twelve o'clock, the Cloud early showed herself the

winner, the first round being completed as follows :—Cloud 3h. 16m. 9s. Mystic 3h. 16m. 46s., Boreas 3h. 17m. 29s., Naiad 3h. 18m. 40s., Elaine 3h. 19m. 23s., Nil Desperandum 3h. 24m. 28s. The Flirt gave up on the first round and the finish was :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Cloud	4	4	0	Boreas	4	9	6	Naiad	4	10	31
Mystic	4	6	21	Elaine	4	10	15				

Nil Desperandum not timed.

On the 12th July, the day after the regatta a Channel match was run from Bangor, Belfast Lough to Kingstown, starting at 9h. a.m. The following were the prizes and conditions :—Prize value 25 sovereigns, presented by John Mulholland, Esq., Vice-commodore. No restrictions as to hands. Schooners to be entitled to a reduction of two-fifths, and yawls one-fourth of their real tonnage. Treble time allowance. For the first race the entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
396	Dinorah	yawl	40	G. Thomson, Esq.	Fife
26	Alceste	cutter	39	H. Walker, Esq.	Fife
640	Flying Cloud.....	schooner	75	The Count Batthyany	Inman
501	Enid	yawl	57	G. Putland, Esq.	Wanhill
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner
1062	L'Eclair	cutter	37	H. Crawford, Esq.	Wanhill
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
742	Glance	cutter	35	J. R. Rushton, Esq.	Hatcher

Special prizes, presented by David Fulton, Esq., Rear-commodore, for yachts 20 tons and under. First prize, value 15 sovereigns; second prize, value 10 sovereigns. Quadruple time. For the second race the entries were :—

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1203	The Lizzie.....	yawl	12	Capt. Hartwell, R.N.	Roberts
1837	Ripple.....	cutter	12	G. Murney, Esq.	Fulton
2431	Vera	cutter	18	W. Girdwood, Esq.	
2178	Surprise	cutter	19	H. D. M'Master Esq.	Hansen
1984	Shadow	cutter	20	D. Mac Iver, Esq.	Byrne
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1046	Leander	cutter	20	J. Reid, Esq.	Reid & Co.
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner

Special prizes for yachts 10 tons and under. First prize, cup value 10 sovereigns, presented by George T. Macartney, Esq., (two or more yachts to enter or no prize). Second prize, value 5 sovereigns given by the R.U.Y.C. (if three or more yachts start). Quintuple time allowance. Schooners to be entitled to a reduction of three-eighths, and yawls one-fourth of their tonnage in calculating time allowance, but both must enter according to

their real tonnage. No restriction as to hands. For the third race the entries were :—Flirt, cutter, 7 tons, J. Currell, Esq.; Boreas, cutter, 10 tons, T. Workman, Esq.; Naiad, cutter, 10 tons, T. A. R. Littledale, Esq.; Elaine, cutter, 10 tons, J. Leitch, Esq.; Mystic, cutter, 10 tons, T. H. Iamay, Esq. Raven, cutter, 9 tons, J. Brown, Esq.

A capital flying start was made at 9h. a.m., the yachts passing from west to east across a line formed between a flag-ship and flag-boat in Bangor Bay. A fresh N.N.E. breeze was blowing at the time, just at the flag-boat the Enid ran her bowsprit into the bulwarks of the Glance, carrying away a good portion of them. The Enid had not room to pass clear between the Glance and the flag-boat, and the Glance was jammed up by a 10-tonner, and with difficulty avoided coming into collision with her. It was a close haul to get round Ballymacormick point, after which sheets were eased off for the sound of Ilmaghadee, and shortly afterwards spinnakers were set. Passing Ilmaghadee the Enid led followed by the Lizzie, Glance, Leander, Dinorah, Shadow, Quickstep, and the 10-tonners close together. Before long the wind became much lighter and the yachts formed themselves into three lines, the Quickstep and L'Eclair and the tens keeping near the land, the Leander, Shadow further seaward and the others outside. Off Burial Isle the Shadow brought up a breeze and stood more out to sea, this was about 12h., noon. At 12h. 30m. p.m. the Alceste was ahead, the Vanguard, Leander, Glance, Shadow, and Enid in order, and on the weather quarter the Quickstep and the 10-tonners.

Leander got ahead of all passing the Bull buoy at 12h. 47m. p.m., with the Alceste within speaking distance, the wind very light. At two o'clock a stronger breeze sprang up and the order was Leander, Alceste, L'Eclair, Shadow, Enid, Glance, and Vanguard, the Lizzie could not be made out from the leading vessel, but she was supposed to be seaward astern of the Vanguard. At 4h. 30m. a calm came on which was succeeded by a S.b.W. breeze and the yachts were broken off their course.

The Enid, Alceste, Shadow, Leander, and L'Eclair came close together making short tacks until the wind again veered and the course could be laid. L'Eclair stood in for the land, Alceste led followed by Leander, Enid, and Shadow. The Lizzie, Glance, and Vanguard could be just seen in the haze far out to sea, and Quickstep, Elaine, Boreas, and Mystic close in by the land. Spinnakers were set at the bowsprit end by some, jib-topsails and balloon-foresails by others. Some carried balloon-gaff-topsails, but a loud peal of thunder and a ground swell from south-east brought down for a time the large canvas to be again set when the weather cleared up.

At 8h. p.m. the order was Vanguard, Glance, Alceste, Leander, Shadow, Enid, Quickstep, Elaine, Boreas, Mystic, and Lizzie, and as the wind went back to the N.N.E. spinnakers were again set. When darkness set in the yachts of course were lost to view, a red or green light here and there only marked their whereabouts. Great alterations in the relative positions of the races took place during the few hours of darkness, as the finish of the race will show. The Leander found herself in the morning astern of Alceste

and Shadow, but no sight of land could be had for some hours. By degrees Leander overtook first Alceste and then Shadow, a close race between the two twenty's being run from off Lambay to Kingstown in which Leander came off victorious. L'Eclair joined in a race with Alceste off the Bailey. The Leander with her spinnaker at the bowsprit end kept the lead and the Shadow carried away her topmast and gaff when off the harbour, although there was no great strength of wind at the time. Seeing this Leander took in her spinnaker as there was no use in risking any spar when the Shadow's chance of overtaking her was gone.

The following is the result of the race for Mr. Mulholland's Cup :—

	h. m. s.		h. m. s.		h. m. s.
Vanguard	5 7 0	Glance.....	5 51 25	L'Eclair	9 11 25
Enid	5 30 5	Alceste	9 10 20	Dinorah	10 24 0

For Mr Fulton's prizes :—

	h. m. s.		h. m. s.		h. m. s.
Quickstep	6 24 17	Leander	8 59 52	Shadow	9 40 0
Lizzie	6 34 27				

Mr. Fulton handed over the first prize to the Lizzie, and the Leander came in for the second.

For the Dalriadan Cup, presented by G. T. Macartney, Esq. :—

	h. m. s.		h. m. s.		h. m. s.
Elaine	8 49 55	Boreas	9 55 30	Mystic	10 0 5

Elaine winner of the first prize, Boreas the second.

ROYAL ALFRED YACHT CLUB MATCHES.

THE match of this club for "yachts having centre-boards or sliding keels of any tonnage," under the usual club rules and sailing regulations, was sailed on Saturday, June 29th, and although it was only for a small prize, and the number and size of the competitors rather limited, it created much interest as the first of the kind in the club, or indeed in Irish waters. The day was very fine, with a light breeze at first about N.N.W. and smooth water. The first gun was fired at twelve o'clock, and five minutes afterwards the following little fleet passed the pier ends on their way to the South Bay Buoy, two miles N.N.E., all with their owners at the helm:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1689	Petrel	sloop	11	W. G. Jameson, Esq.	Corke
1897	Ruby	schooner	20	S. Boxwell, Esq.	
1450	Mocassin	sloop	10	W. J. Corrigan, Esq.	Fish
	Tortoise	sloop	6	J. E. Nugent, Esq.	

Of these *Mocassin* was built some years ago by Fish at New York, and was long known about Gosport, from whence her present owner imported her last year. She is a very powerful, fast, weatherly boat, and though extremely low in the water—in fact her gunwale hardly showing above it—she fears no weather, and is constantly about the Bay, blow high or blow low, with her owner and a friend or two to handle her. Her rig is a sort of cross between a cutter and a sloop, having a jib and foresail, and her mast stepped much more aft than usual in boats of her type. Like all boats of the kind, she has immense beam for her length, and a large centre-board turning on a pivot. *Petrel* was built in 1870 for her present owner by Corke at Cowes, and is a regular *una* boat on a large scale, with her mast right in her eyes; but she has a sort of bumpkin bowsprit, on which she sets a jib at times, and has lately added cross-trees to her mast, to enable her to carry a topsail with a yard on the sliding gunter plan in light weather. She is also a fast weatherly boat, and lately won the single-handed match of the club under her owner's sole guidance and direction in the strong blow and sea which came on and caused the unfortunate accident to the *Peri* and Mr. O'Connell. *Tortoise* is also an importation from Cowes, but has been little seen of late about Kingstown, as her owner hails from Howth, she is a nice little smooth-water craft, also *una*-rigged, but too small to have much chance with such powerful antagonists as *Petrel* and *Mocassin*. The *Ruby* was the only genuine Irishman, having been built at Wexford under her present owner's direction, and is a most peculiar craft, well suited for his purpose, but not much of a racer in smooth water and light winds, even if clean and fit to go, which she was not on the present occasion, her bottom, which is perfectly flat like the lid of a box, without keel or anything of the sort, not having been cleaned since the early part of last year, and of course covered with weed and all sorts of marine incrustations. She has a centre-board working up and down like a sluice gate, 9ft. long, when fully lowered, and 3ft. wide, and she is said in a strong breeze to hold a good wind and be an extremely safe, commodious craft, while from her build she takes the ground under Mr. Boxwell's house at Clontarf whenever he pleases, and sits on her beam ends comfortably until the tide reaches her again. She is twenty tons, but was rated only as twelve under the club regulations.

Mocassin was first off, and led round the first mark, which was passed:—*Mocassin* 12h. 39m. 16s., *Petrel* 12h. 48m. 10s., *Tortoise* 12h. 48m. 9s.

The schooner thus early being quite out of it and giving up. Out went spinnakers in the leaders, and *Petrel* drew up fast on *Mocassin*; wind

falling very light, and at 1h. 21m. Petrel passed Mocassin to windward. The latter soon after, however, got a free puff or two from off Howth Hill, and ran by her rival, leading her to Rosbeg buoy, which was rounded :—Mocassin 1h. 29m. 17s., Petrel 1h. 33m. 21s., Tortoise 1h. 37m. 20s.

The wind now shifted to E.S.E. and freshened up, and the interest in the match commenced, it being a dead beat round the two Burfords against a strong flood tide, each crossing the other several times, and straining every nerve to get the best of it. At North Burford, Petrel had obtained a lead of 1m. 36s., and both were far ahead of Tortoise, who was evidently overmatched and overpowered. At South Burford, Petrel had increased her lead, time being :—Petrel 2h. 57m. 20s., Mocassin 2h. 59m. 54s., Tortoise 3h. 29m. 17s.

On the way back to harbour Petrel increased her lead, evidently being faster off the wind, and, the breeze being now stiff from S.S.E., they made great tracks, and jibed round the hauling buoy in harbour :—Petrel 3h. 38m. 7s., Mocassin 3h. 36m. 38s.

Tortoise here gave up. They had now to run two miles to the South Bar Buoy second time, and a dead beat back. Petrel setting spinnaker, Mocassin a balloon foresail boomed out. Time at buoy :—Petrel 3h. 54m. 43s., Mocassin 3h. 56m. 56s.

In the dead beat back, Petrel began to come back to her horses, both keeping close in under West Pier to cheat the tide, and using all the skill they could muster to get the weather berth, which at 4h. 21m. Mocassin succeeded in doing, being evidently best on a wind, though not at reaching, and, when she had done so once past, she rapidly left Petrel. Time, was finally taken at flag-ship :—Mocassin 4h. 55m. 11s., Petrel 4h. 57m. 41s. Mr. Corrigan thus landing the £5 note after a hard sailed and interesting match.

The matches for the fourth and fifth Champion Cups were sailed on Tuesday, July 16th, the entries for the first being :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Helmsman.
1450	Mocassin ...	sloop	10	W. J. Corrigan, Esq.	Owner
1640	Pastime	cutter	10	St. Clare Byrne, Esq.	A. Finlay, Esq.
1486	Mystic	cutter	10	T. H. Ismay, Esq.	G. Rae, Esq.
1837	Ripple	cutter	12	G. Murney, Esq.	Dr. Murney M.D.
1498	Naiad	cutter	10	A. Littledale, Esq.	A. Rich'dan, Esq.
267	Cloud	cutter	10	T. R. Bulley, Esq.	Owner
1786	Queen Mab ...	cutter	10	G. Drury, Esq.	Owner
460	Elaine	cutter	15	J. Leitch, Esq.	H. Hughes Esq.
2841	Tartar	cutter	9	F. Taylor, Esq.	Owner
752	Glide.....	cutter	15	J. W. Griffith, Esq.	A. H. Orpen, Esq.

Prize, No. 4 Champion Cup, value £25, open to all yachts of the club not exceeding 15 tons, to be held one year (as per special conditions), with £15 added, and a special prize of £10 for first yacht not exceeding ten tons; a locket for helmsman of winner. Flying start. First gun at twelve noon, second five minutes afterwards. No vessel to pass a line between the light-houses on pier ends before the second gun. To be steered by members of the club, and subject to its regulations as to paid hands, &c. Course—Round South Bar, Rosbeg, and two Burford Buoys, thence round Hauling Buoy, inside harbour, leaving all buoys and flag-ships, when winning on star-board hand. Time allowances per No. 4 scale, viz:—

Glide allows Ripple 1m. 42s.; Pastime, 3m. 6s.; Tartar, 3m. 54s. All started under the influence of a fine southerly breeze, Glide, in the large class leading the fleet. The North Burford buoy was passed by:—Glide 1h. 23m. 20s., Mystic 1h. 25m. 50s., Pastime 1h. 25m. 40s., Ripple 1h. 28m. 10s., Naiad 1h. 34m. 5s., Mocassin 1h. 34m. 9s., Tartar 1h. 39m. 20s. On nearing the South Burford buoy Pastime carried away her topmast, an accident which had also previously happened to the Naiad, and Ripple ran up on the weather of Mystic, the latter fast nearing Glide and soon after passing her to leeward (2h. 9m. 16s.,) the Glide however again running through her lee, and held the lead until near South Burford buoy, where Mystic came up and it was passed:—Mystic 2h. 9m. 16s., Glide 2h. 14m. 8s. The buoy in the harbour was rounded:—Mystic 2h. 46m. 10s., Glide 2h. 49m. 20s., Ripple 2h. 50m. 45s., Pastime 2h. 51m. 6s., Cloud 2h. 15m. 2s.

And after a good deal of chopping and changing they finally came in—Ripple 3h. 50m. 40s., Glide 4h. 1m. 50m., Pastime 4h. 3m. 50s., Cloud 4h. 8m. 10s., Mystic 4h. 14m. 40s., the rest not rounding. The Champion Cup last year held by the Glide thus passed to her elder though smaller sister, both having been built by Mr. D. Fulton of Belfast, who has this year brought out a 20-tonner on the same principles, viz: a small displacement, great length, and very stiff under canvas, to which all the crack boats of that tonnage in the Channel, Lizzie, Madcap, Leander, Shadow, Spindrift, &c.; "lie down" she having beaten them one after the other in the matches of the Royal Northern, Royal Clyde, Royal Ulster, and Royal St. George's, by such absurdly long distances as to make a description of the races to be as once said about Eclipse "Quickstep first, the rest no-where." In fact they do not seem a bit of use to her, at least in moderate weather, while in the Royal St. George's match on the second day the same little Ripple was an easy second to her big sister, and we should truly like to see if a 40-tonner constructed on similar lines would not equally "squander" all the present cracks afloat in that class. Pastime won the £10 prize given for the first of the 10-tonners, and although without a topmast proved herself a very fast boat. She is also new this year and was built from the designs of her owner Mr. St. Clare Byrne, whose new schooner the Modwina was unluckily not ready in time to compete in the matches of this season, when she was expected to do as much for Mr. Gretton on the blue sea, as his celebrated horse Sterling has done for him on the green sward.

The entries for the second match were Tortoise sloop, 6 tons, S. W. Nugent, Esq., helmsman, owner; Fairy sloop, 6 tons, J. Browne, Esq., owner, helmsman, Myrrha schooner, 5 tons, H. C. Fox, Esq., owner, helmsman; Torment cutter, 5 tons, J. Todhunter, Esq., W. Millar, Esq., helmsman; Cosette cutter, 4 tons, J. K. Toomy, Esq., the Rear-commodore.

Prize, No. 5 Challenge Cup, value £55, to be held one year, open to all yachts of the club not exceeding 7 tons (as per special conditions), with £7 added. A locket for helmsman of winner. Flying start. First gun at twelve noon; five minutes afterwards. No vessel to cross a line between the lighthouses on pier ends until after the second gun. To be steered by members of the club, and subject to its regulations as to paid hands, &c. Course, round South Bar, Rosbeg, North and South Burford buoys, and back to harbour, leaving all marks and the flag-boat on the starboard hand. Twelve miles. Time allowances per No. 5 scale, viz:—Tortoise allows Torment and Myrrha, 1m.; Cosette and Fairy, 2m. 12s.

These miniature frigates started with their larger sisters and kept well together in the run and reach round the first marks, but when they came to haul to the wind, size and power told and Cosette was soon out of it. Tortoise leading round North Burford buoy at 1h. 44m. 20s., Torment 1h. 44m. 50s., Fairy 1h. 46m. 10s., Myrrha 1h. 56m. 50s. At South Burford they were:—Tortoise 3h. 12m. 30s., Torment 3h. 13m. 5m., Myrrha 3h. 14m. 16s., and they finally came in Torment 3h. 52m. 20s., Tortoise 4h. 3m. 50s., Myrrha 4h. 4m. 45s.. The No. 5 cup held last year by Nickomi thus passed into the custody of the respected Hon. Sec., of the Royal Irish Yacht Club, and the locket went to W. Millar, Esq., not the same gentleman as the owner of the Vanguard, but a capital hand at the tiller, Dr. Murney, earning a similar trophy by steering Ripple for his brother.

On Friday, 19th July, the second essay for the possession of the gift of her Majesty (the race having proved abortive on the 15th) came off along with the race for the No. 1 Champion Cup, an arrangement forced on the club by the necessity of allowing the vessels to depart for the Queenstown, Weymouth, and Solent Regattas, which rendered it impossible to find another day in justice to the other committees, but if as once proposed it had been held over until Saturday, the 20th, an opportunity indeed would have been given to the Corinthians for showing their mettle, much the same as that on the 15th July, 1871, when the accident of breaking her boom in the first jibe befel the Egeria, and the Enid gallantly carried off the Champion Cup in a whole smother of wind and sea from S.S.E., the same point from which the wind came on this year, and brought a good many of the yachts which had started for Queenstown back in a hurry.

The day was very light in the morning, and some talk of further postponement or delay was heard, but "fire the gun at 10h. a.m. wind or no wind," was the order given to the officer of the day, the beauty of Dublin Bay being that from the light tide and absence of all rocks, shoals or dangers; yachts, even if they cannot move forward, are in no danger of getting ashore or foul of each other by the current, as in other less favoured localities. The entries for her Majesty's Cup were—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Helmsman.
			rated at		
1590	Oimara.....	cutter	161	J. Wylie, Esq.	P. S. French, Esq.
793	Gwendolin ...	schooner	121	Major W. Ewing	G. Thompson, Esq.
2416	Vanguard.....	cutter	61	W. P. Miller, Esq.	Owner
640	Flying Cloud	schooner	45	The Count Batthyany	A. H. Orpen, Esq.
501	Enid	yawl	42	G. Putland, Esq.	Owner
607	Fiona	cutter	61	E. Boutcher, Esq.	D. W. Finlay, Esq.
26	Alceste	cutter	39	H. Walker, Esq.	A. Finlay, Esq.
1567	Norman	cutter	41	Major W. Ewing	
1098	Lizzie	cutter	21	C. H. Coddington, Esq.	Owner

These somewhat eccentric ratings being in accordance with the rules of the club which allow schooners to enter at three-fifths and yawls at three-quarters of their real tonnage, and also allow any vessel to enter at any tonnage she pleases, above the rate at which she might go, by measurement, and take paid hands according to the limit of one to every ten tons or fraction of ten tons at which the vessel is entered, all told, all others on board to be members of the club, their sons, or members of a royal, foreign, or recognised yachting club having its head-quarters at least fifty miles from Kingstown. Each yacht was to be steered by her owner or by a member of the club, and a very pretty Aneroid Barometer matching the clock won by D. W. Finlay, Esq., in the Corinthian Match on 2nd June, value £6, was given as a reward to the lucky wight who should hold the tiller on this the first occasion when a cup given by her Majesty, was to be steered for by gentlemen and not by professionals.

For the No. 1 Champion Cup, value £120, held for the last two years by Enid, with £35 added, open to all yachts of the club. Course—Round a flag three-quarters of a mile south-east of South Bar Buoy, Rosbeg Buoy, and Kish Lightship to the harbour, passing between the East Pier end and the same flag-boat; three times round (forty-eight miles); win on same line as at starting. The following were the entries:—

No.	Names of Yachts.	Rig.	Tons.	Owners.	Helmsman.
			rated at		
501	Enid	yawl	42	G. Putland, Esq.	Owner
103	Avalanche ...	cutter	48	T. Cuthbert, Esq.	Owner
26	Alceste	cutter	39	H. Walker, Esq.	A. Finlay, Esq.
607	Fiona	cutter	81	E. Bontcher, Esq.	D. W. Finlay, Esq.
697	Garrion	cutter	101	T. Houldsworth, Esq.	Owner
640	Flying Cloud	schooner	45	The Count Batthyany	A. H. Orpen, Esq.
30	Alcyone	cutter	41	Topham, Sir W.	G. Thompson, Esq.

As the rules were the same, it had been arranged that the winner of the Queen's Cup, if entered for No. 1 Cup, should also take it with the two lockets for helmsmen, but if not so entered it should go to the first vessel entitled to it under the time scale; Fiona, Alceste, Flying Cloud, and Enid thus having a double chance, while Oimara, Vanguard, Gwendolin, and

Lizzie could only take the Queen's Cup, and Garrion, Alcyone, Avalanche only the No. 1 Champion Cup. The conditions were as usual that no yacht having on board any bags of shot be allowed to sail, and during the race all the ballast to be stowed under the platform or in the lockers, and not be shifted or trimmed in any way whatever. Flying start. No vessel to cross a line between the East Pier Light-house and a flag-boat moored half-a-mile outside of it until after the second gun, or, if she has done so, she must return and re-cross, or be disqualified. The flag-boat and all marks included in the course to be left on the starboard hand. The first gun from the battery at the end of the East Pier at ten exactly; the second five minutes afterwards. All persons not entitled to sail in a yacht must have left her before the first gun fires.

Time allowances, under No. 1 scale, by which Oimara allows Gwendolin 6m. 50s., Garrion 21m. 9s., Fiona 16m. 25s., Vanguard 23m. 10s., Avalanche 28m. 52s., Flying Cloud 30m. 24s., Enid 32m. 3s., Alcyone 32m. 37s., Alceste 33m. 48s., and Lizzie 48m. 24s.

Neither Gwendolin, Norman, Alceste, or Lizzie started, the Norman on account of the rule which allows only one boat belonging to any owner to sail in any match, and Major Ewing having on the previous Monday unluckily determined to take his chance with the Gwendolin, could not start her either as she was obliged to leave Kingstown on Thursday evening, being engaged in the big £500 match at Ryde on the 22nd, while Lizzie and Alceste not thinking the day would suit them, preferred to pay £1, the fine under the rules of the club for an entry without a start, to taking the trouble of going against such opponents.

When the second gun fired, Vanguard was dodging close to mark-boat, and cleverly jibed round it at once, getting away with a clear lead, whilst the others were covering up and impeding each other, an advantage which stood her in good stead, and, in fact, gave her the race from the post. The rest were all in a bunch, but the Fiona as usual shook off all opponents very soon in so slight a breeze, and went in after Vanguard, time at South Bar Flag-boat being taken:—Vanguard 10h. 31m. 15s., Fiona 10h. 35m. 4s., Garrion 10h. 36m. 10s., Enid 10h. 36m. 20s., Alcyone 10h. 37m. 5s., Flying Cloud 10h. 37m. 15s., Oimara 10h. 38m. 4s., Avalanche 10h. 10m. 15s.

Here a slight collision took place between Alcyone and Flying Cloud, which threatened an ugly hole in the former's mainsail, no damage was done, however, and the south-easterly breeze freshening up, Enid ran up on Garrion's lee and passed her, becoming third vessel. Vanguard going like a steamboat away from the rest; Garrion holding her own from Cloud; the Rosbeg (first round) being passed as follows:—Vanguard 10h. 47m. 50s., Fiona 10h. 53m. 16s., Enid 10h. 54m. 50s., Garrion 10h. 55m. 11s., Oimara 10h. 56m. 20s., Flying Cloud 10h. 57m. 20s., Alcyone 10h. 57m. 40s., Avalanche 10h. 59m. 51s.

At 10h. 45m. Enid ran up within about three cables' length of Fiona, Vanguard a mile ahead—Vanguard holding away to northward in order to weather the lightship, followed by the rest, Enid being first to go about

and stand towards south-east, Fiona holding still to the north. At 11h. 20m., Vanguard, finding herself north of the three-masted bulk, tacked for her, Enid following her example, but soon found it was no go, as she could not weather, so went about again for a short board.

At 11h. 40m. Cloud tacked to starboard, and stood south by east, Oimara luffing up, Cloud following in her wake, rounding the Kish (first round) at:—Vanguard 11h. 37m. 40s., Fiona 11h. 43m. 25s., Garrion 11h. 43m. 10s., Oimara 11h. 52m. 20s., Flying Cloud 11h. 58m. 40s., Enid 11h. 59m. 9s., Alcyone 12h. 4m. 40s., Avalanche 12h. 8m. 25s.

On rounding the ship Vanguard got spinnaker boom over on starboard hand, Fiona being unpleasantly close, and decreasing her distance every moment, Garrion setting a very large spinnaker and stealing away. But it soon after became a dead calm, with all but the three leading boats, and the rest were left rolling about off the East Pier with spinnakers and booms now on one side now on the other, while Vanguard and Fiona, followed by Garrion, were walking fast away, and bidding fair to go two rounds while the rest accomplished one. At last, however, the hapless five got a puff or two and went round; but the time will show how completely they were out of it, as even if it came on strong as it now looked likely to do, a mail steamer would hardly have caught the two leaders. The following is the time of rounding the mark-boat (first round) at East Pier-head:—Vanguard 1h. 0m. 58s., Fiona 1h. 2m. 59s., Garrion 1h. 16m. 18s., Oimara 2h. 1m. 6s., Flying Cloud 2h. 2m. 20s., Alcyone 2h. 3m. 5s., Enid 2h. 9m. 50s., Avalanche 2h. 11m. 41s.

The wind outside now came in slants and very puffy, veering from E.S.E. to due South, and Vanguard, getting a fresh air, increased her lead of the Red and Yellow, soon after luffing up a point or two to avoid being sagged to leeward by the ebb tide, which was running strong.

The South Bar Flag-boat (second round) was passed by Vanguard 1h. 28m. 30s., Fiona 1h. 34m. 10s., Garrion 1h. 38m. 18s., Cloud 2h. 18m. 16s., Oimara 2h. 19m. 20s., Alcyone 2h. 22m. 10s., Enid 2h. 23m. 3s., Avalanche 2h. 24m. 50s.

Soon after doubling the mark-boat, Vanguard increased rapidly her lead of Fiona, and made strong running for the Rosbeg Buoy, Garrion, Cloud, and the rest being far astern, Oimara running up on Cloud.

About three o'clock the breeze came down a regular stiff one from south-west, and Oimara at once began to move in earnest, reaching down on and passing Cloud in splendid style, the latter shortly after splitting her main balloon gaff-topsail, which was made of light cotton, in taking it down to leeward, and Oimara herself was soon very glad to be rid of her big fifty footer though she now went away at a magnificent pace, but without a hope of catching the leaders, who had the breeze also, and were flying along, Fiona rapidly coming up on Vanguard, rounding Kish (second time) at:—Vanguard 2h. 30m. 16s., Fiona 2h. 35m. 40s., Garrion 2h. 46m. 20s., Oimara 3h. 27m. 30s., Flying Cloud 3h. 30m. 4s., Enid 3h. 34m. 8s., Alcyone 3h. 40m. 8s., Avalanche 3h. 46m. 54s.

As soon as the five sternmost boats got again off the harbour they wisely made all snug and returned to their moorings, leaving the three leaders or rather the first two to fight out the prizes between them, Vanguard and Fiona going hammering away for Rosbeg, and before it was reached Fiona getting a slant, ran up and passed to leeward of her opponent, and in the following order they rounded the Rosbeg buoy (third time):—Fiona 3h. 36m. 10s., Vanguard 3h. 37m. 9s., Garrion 3h. 49m. 50s.

There was now a slashing breeze and some sea getting up, and the two leaders had to douse their topsails for the turn to the Kish. Garrion setting a jib-headed sail, but the others continued under bare poles until they got round the Kish the third time:—Fiona 4h. 12m. 5s., Vanguard 4h. 13m. 29s., Garrion 4h. 24m. 19s. Up went Fiona's large square-headed topsail on jibing, Vanguard being content with a jib-header, and both got balloon-foresails for the reach home $6\frac{1}{2}$ miles W.b.N. $\frac{1}{4}$ N., which they accomplished at a tremendous pace, and looked beautiful when passing under the battery on east pier, where they were timed on the line:—

	h.	m.	s.		h.	m.	s.
Fiona	4	51	43	Vanguard.....	5	54	12

Garrion some seven or eight minutes later, but she lowered her foresail before crossing the line. The Vanguard thus took Her Majesty's handsome gift, which is of a tazza shape 30in. high by 18in. wide, embossed on one side with the story of Leucythoe aiding Ulysses, and on the other with an inscription recording the event, while the lid is surmounted by an infant Neptune bestriding a dolphin. W. C. Millar Esq., who steered his own vessel, received also the steerman's prize value £6; while Fiona as being the first vessel belonging to the club holds for the year the beautiful No. 1 Champion Cup, made by the Messrs. Hancock's of Bond Street, and which is an Etruscan vase heavily gilt, with ornaments engraved on it, showing the silver through the gilding in a very effective manner. On the pedestal is on one side the arms of the Duke of Edinburgh; on another the monogram of the club; on the third a plate with the name of the winner each year; and on the fourth the name of the prize. A check for £35 was also given to meet expenses, while D. W. Finlay, Esq., who steered her took one of the lockets, and the other was handed to the owner to allot amongst his unpaid crew as he thinks fit, but we have not heard the name of the lucky recipient.

This closes the racing season of the club which has sailed twelve matches since the 18th May, for prizes, counting Her Majesty's gift and the Champion cups, amounting in the aggregate to £629, and save for the lamentable accident on the 1st June, it has had a most successful season both as regards sport and weather for the matches. The club now numbers 272 life and ordinary members out of a limit of 300, and amongst them they own 136 yachts large and small, as large a proportion of yachts to members as we believe exists in any yacht club in existence, while to show how many of the racing vessels it includes, and the position it takes as a racing club,

we may mention that out of thirty-six names of yachts which appear on the first day's card of the Royal St. George's Regatta, thirty belong to the Royal Alfred, only Oimara, Myosotis, and Vanguard of the larger classes being absent, and of these two the owners are up for candidates next ballot day.

ROYAL YORKSHIRE YACHT CLUB REGATTA.

THE annual regatta of this club took place on the Humber on the 10th and 11th of July. The matches on the first day were for first-class yachts of 25 tons and upwards for a piece of plate value sixty guineas, and a second prize of twenty guineas. Second-class, for yachts under twenty-five tons, a piece of plate value twenty guineas, with a ten-guinea cup for second yacht if four start. Both races were open to yachts belonging to any royal yacht club. The following yachts took up their stations for the start:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
1925	Sapphire.....	cutter	28	A. Bannister, Esq., V.C.	C. Byrne Aldous Steele Harvey Heldmann
2049	Sirex	yawl	101	Sir F. Bacon, Bart., R.C.	
247	Christabel	cutter	51	Col. Gourley, M.P.	
18	Aglaia.....	schooner	45	W. F. Masterman, Esq.	
360	Darenth	cutter	31	W. Garfit, Junr. Esq.	
1527	Nettie	cutter	12	J. G. Kirsten, Esq.	
SECOND CLASS.					
1729	Pixie... ..	cutter	9	A. E. Pearson, Esq.	Bulley
1685	Petrel	cutter	14	Captain Seddon	Fife
243	Chlora	cutter	7	C. M. Earle, Esq.	Marshall Harvey
926	Ivy	cutter	18	Capt. J. Bertie Cator, R.N.	
760	Gondola	yawl	20	W. G. Windham, Esq.	
	Camilla	cutter	7	F. H. Goddard, Esq.	

The Nettie entered as twenty-five tons to qualify for first class, and the Gondola and Camilla did not take up their stations. The smaller class were stationed 100 yards below their larger sisters.

Time allowance, twenty seconds per ton in the first-class, and thirty seconds per ton for the second class. Schooners to rate at three-fourths and yawls as seven-eighths of their real tonnage up to 100 tons, above which no time allowance.

The committee steamer Doncaster, in charge of the Vice-Commodore, left the Corporation Pier at eleven o'clock with a numerous party of members and their friends on board; a bright calm morning, with light south-east airs prevailing: On arriving abreast of the yachts, the club steamer fired the preparatory gun at 11h. 10m., and the gun to start, punctually five minutes afterwards. The Christabel and Nettie were the smartest in getting up their canvas, an example which the rest were not at all slow in following, all of them being close-hauled on the starboard tack, and carrying large working topsails. The Nettie worked to windward with

her balloon jib set, and the Christabel set a jib-topsail, which, in the light airs, soon gave her a commanding lead. The big yawl and the schooner, although at a disadvantage with the cutters in the light air, owing to their rig and the short boards, commenced to work their way through the fleet as they neared Paull. Below here the wind gradually freshened from the same quarter, making it a dead beat to the Bull Light-ship, a distance of twenty-one miles. The Christabel, being the first to feel the still freshening breeze, rapidly extended her lead, and when a couple of miles below Killingholme, she hauled down her jib-topsail.

The yawl and schooner having by this time worked their way through the rest of the fleet, including the small class, were having an exciting struggle for the honours of second place, which Sir H. Bacon's fine vessel eventually secured shortly before reaching Grimsby. Christabel here appeared to be in difficulties with her topsail, which was sent down and replaced by a smaller one after securing her topmast backstay, which had parted. With a still increasing lead, the Bull Float was passed to the southward at:—Christabel 2h. 22m. 20s., Sirex 2h. 38m. 10s., Aglaia 2h. 46m. 40s., Ivy 2h. 51m. 3s. Sapphire and Darenth two minutes later, and Nettie at 3h. 5m. 0s.; the rest were not timed.

The ebb tide was now nearly done, the Christabel carrying the last drain round No. 2 Bink Buoy at 3h. 4m. 40s. Sirex followed in the slack water at 3h. 23m. 30s., and Aglaia, meeting the young flood, at 3h. 40m. 10s., losing nearly ten minutes to the yawl from this cause, which of course still further affected the yachts behind. Immediately on rounding the Bink Buoy the Christabel set her jib-topsail for the reach across the tide to the Chequer Buoy, at the same time getting spinnaker-boom across for the run home, Sirex and Aglaia following suit. The buoy was rounded at:—Christabel 3h. 13m. 30s., Sirex 3h. 32m. 30s., Aglaia 3h. 50m. 50s. The rest were not timed at this buoy.

It was now up spinnakers, balloon-topsails, and jibe for the long run home with the wind dead aft, Aglaia also setting main-topmast staysail, and the smaller cutters as they rounded set spinnakers or square-sails.

The principal interest in the first-class race now lay between the Sirex and Aglaia, as the latter was only a few seconds behind the time she had to receive from the yawl to gain second prize, the sixty guineas being, bar accidents, a certainty for Mr. Gourley's cutter. Nothing further worthy of note occurred except that the yawl slightly ran the cutter, and the Aglaia gained on both, thereby insuring the second prize for her locker. The official time of the yachts passing the winning boat was as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Christabel	6	2	22	Aglaia	6	27	19	Darenth	6	52	30
Sirex	6	19	41	Ivy	6	49	28	Sapphire.....	6	54	33

The Christabel took the 60 guineas, and Aglaia the 20 guineas. In the second-class Ivy secured the first prize, and owing to a protest on the part of the Pixie against the Chlora, who was the next arrival in that class, for not having kept the proper course, the second prize went to the former.

Second Day.—Thursday morning brought with it a heavy rain and strong south-east breeze promising wet jackets and plenty of hard work to the various amateurs composing the crews for the annual Corinthian race between yachts belonging to the club. The first prize was a massive silver jug value twenty guineas, and a ten guinea cup for the second.

In spite of the unfavourable state of the elements, the following yachts prepared to start:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders
13	Aglaia.....	schooner	45	W. F. Mastermann, Esq.	Steele
123	Azalea	schooner	34	W. Davidson, Esq.	G. N. Duck
136	Banshee	yawl	29	C. Hustwick, Esq.	
1925	Sapphire.....	cutter	28	A. Bannister, Esq. V.C.	
243	Chlora.....	cutter	7	C. M. Earle, Esq.	Fife
	Scamp.....	cutter	10	W. Bailey, Esq.	
1729	Pixie	cutter	9	A. E. Pearson, Esq.	Bulley

The Petrel and Camilla were also entered, but did not put in an appearance. The yachts were handicapped as follows:—Aglaia allows Ivy 15m., Sapphire 20m., Azalea and Banshee 24m., Chlora, Scamp, and Pixie 30m.

Owing to the state of the weather overhead, the start was delayed for an hour, and shortly after eleven o'clock the club steamer, with a much smaller company on board than on the previous day, gave the signals for the start, which was effected at 11h. 27m. 0s.

The Ivy and the Azalea were the first to appear under canvas. The latter being to leeward had to make a board towards the south shore to get clear of some vessels lying in the roads, whilst Ivy being to windward was able to fetch clear on the starboard tack. The three little cutters were also smartly got under way and followed Ivy, but the Aglaia, from her extra size and being short handed, was the last in getting her canvas set, when she followed Azalea, and after going about, quickly drew up and weathered her. The whole fleet now presented a very pretty picture beating down to Paull, all under plain lower canvas, and most with second jibs on their bowsprits. Aglaia soon settled down to her work, and after a slight skirmish with Ivy, who vainly attempted to blanket her, she became the leading vessel.

On reaching Killingholme the wind came out stronger and raised a considerable sea against the tide, which put the seamanship of the amateurs to a severe test. Sapphire and Ivy were having a very close fight for the weather berth, which the former retained until nearing Grimsby. Here unfortunately a slight foul occurred, as the Ivy in attempting to cross the Sapphire's bow while the latter was in stays, caught the Sapphire's bowsprit with her main-sheet, breaking the topmast stay and leaving a portion of her main-sheet on board the Sapphire to be retained as a trophy. After passing Grimsby the wind fell rather lighter and the yachts rounded the Bull, leaving it on the starboard hand at:—Aglaia 2h. 37m. 0s., Ivy 2h. 48m. 30s., Sapphire 2h. 55m. 10s., Azalea 3h. 8m. 4s.

The Scamp and Banshee were not timed, and the others had given up before reaching Grimsby.

It was now a dead run home against a strong ebb. Aglaia goose-winged her sails and sent up her large main-topsail and prepared to set her spinnaker. Ivy, on rounding, set her square-sail very smartly, and got up her balloon topsail, Sapphire ditto, substituting spinnaker for square-sail. Off Grimsby Aglaia had her spinnaker set, and gradually extended her lead. On reaching Killingholme a jibe became necessary and Aglaia's spinnaker

was shifted over and re-set on the starboard side very smartly considering it was handled by most of the amateurs for the first time. She also shifted her second to large working jib in preparation for the reach home from Paull. After passing Paull the wind fell lighter with Aglaia, while the rest of the yachts brought up more wind with the young flood. Her spinnaker being now useless on the reach, it was smartly got in and stowed below, and the mark-boat passed at 5h. 23m. 18s. There were anxious moments on board the schooner now while waiting the arrival of the Ivy, and watches were eagerly consulted by all on board, and when it was found that the fifteen minutes had passed before her arrival, the feelings of the crew were expressed in a cheer which showed that although the day's work had damped their bodies, their spirits and lungs had not suffered in any way. The official time of the finish was:—

	h. m. s.		h. m. s.		h. m. s.
Aglaia	5 23 18	Sapphire	5 57 5	Scamp	6 55 28
Ivy	5 39 48	Azalea	6 23 50	Banshee	7 3 25

Thus it will be seen by the result of the race that the handicappers, Messrs. C. G. Rust and W. Reynolds, had executed their somewhat thankless office with much judgment and in a manner which, we believe, gave universal satisfaction. The names of the Aglaia's crew are:—W. F. Masterman (owner and helmsman), G. N. Duck (captain), H. W. Ringrove-Smith, Hon. F. Shore, R. Jacques, C. Thompson, T. J. Dossor, J. L. Fearne, D. Joy, F. B. Grotrian, W. Reynolds, Esqrs.

The annual club dinner formed a suitable conclusion to the day's proceedings, and after the usual loyal toasts, the prizes were presented to the various winners.

REGATTAS AND MATCHES.

Aug. 1.—Royal Ulster Channel Match

2nd—Hythe (Southampton)

4th—Cheshire, first and second class.

6th—Royal Yacht Squadron commences.

8th—Norfolk and Suffolk, at Oulton.

12th—Royal Victoria Yacht Club commences.

12th—Royal Welsh Regatta.

14th—Temple, Gravesend to Margate.

15th—Ranelagh, third match.

17th—Cheshire, first and second class.

17th—New Brighton.

19th—Royal Albert regatta commences.

22nd—Teignmouth regatta.

23rd—Brighton regatta

26th, 27th,—Torrey Royal Regatta.

27th—Junior Thames, Greenhithe to the East Blyth Buoy.

28th, 29th,—Royal Dart Regatta.

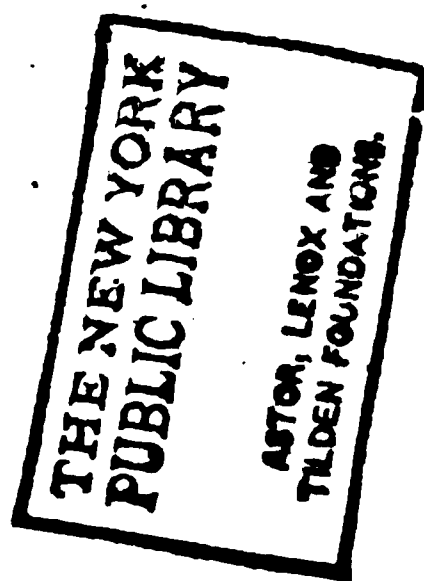
31st—Royal Ulster single-handed match.

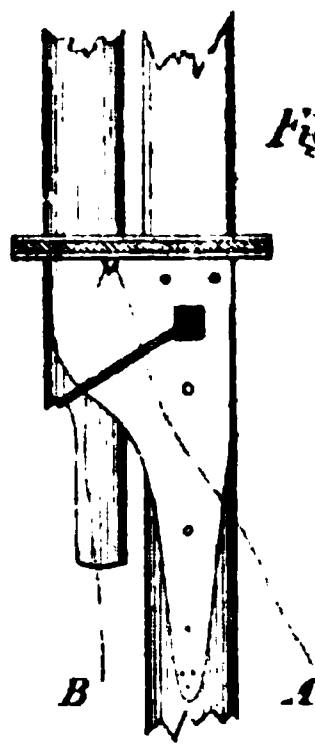
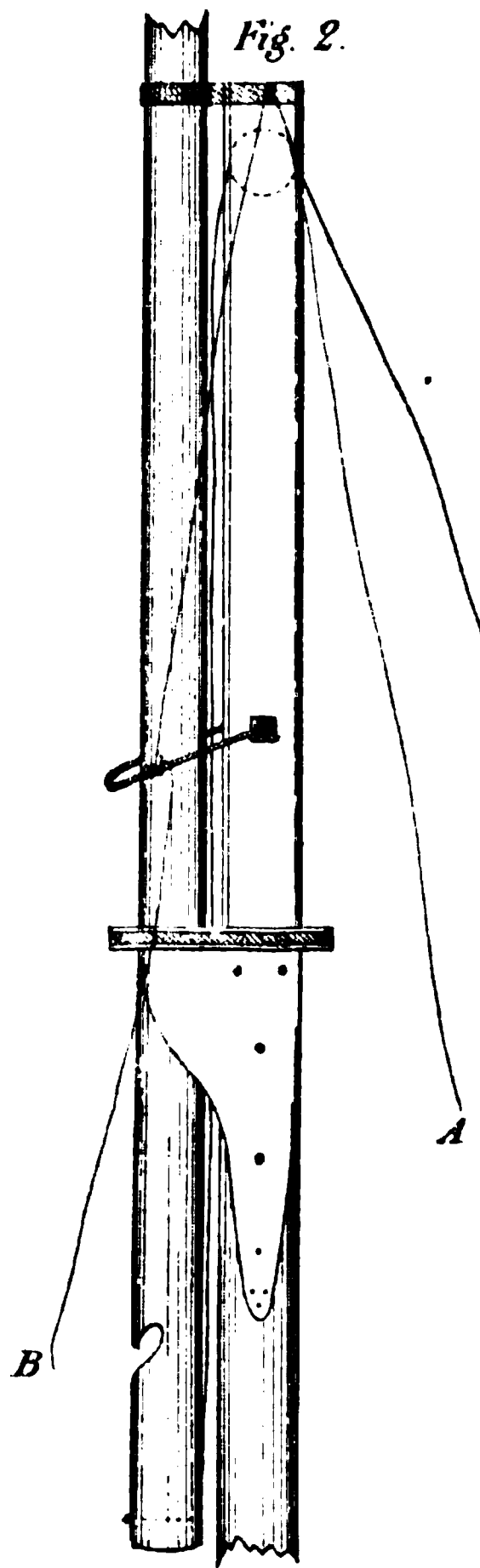
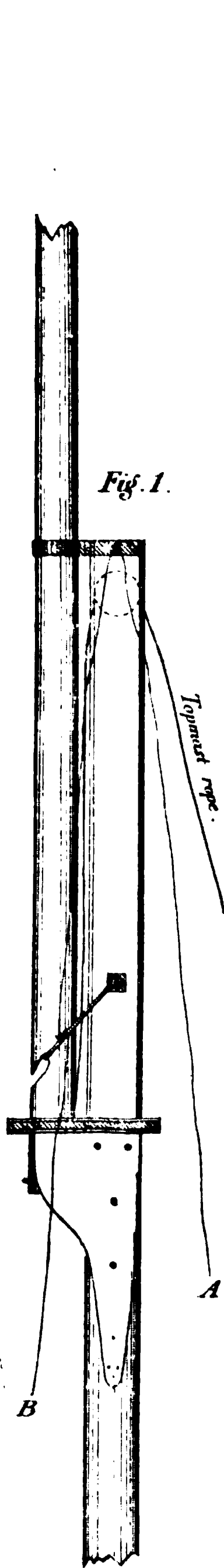
31st—Royal Cornwall, Dartmouth to Falmouth.

Sept. 3rd—Royal Cornwall regatta.

3rd, 4th,—Royal Western Regatta at Plymouth.

We have preferred postponing the Barrow, Royal St. George's and other Regattas to giving meagre accounts of the same. Although giving this month twelve pages extra we are unable to keep pace with the matches.





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ROYAL CLYDE YACHT CLUB MATCHES.

A SERIES of stormy days ended in the breeze of Saturday, June 22nd, which blew at intervals with the force of half a gale, and added the interest of imminent danger to the Corinthian match sailed at Hunter's Quay. The Royal Clyde Club, true to its original purpose, stimulates practical seamanship by the gift of Corinthian cups, and two of these were sailed for. The amounts were not much, but the honour attached to winning these cups is greatly enhanced by the skill of the amateurs, and no little amount of confidence or courage was required to stimulate the yachtsmen.

The weather was alarming to onlookers, and the remonstrances against sailing the match were not confined to landmen. In the early morning the wind veered from south-west—went a point or two higher, and came off the Cowal Hills in squalls that swept the Channel like a tornado. Heavy blinding showers came out of the Holy Loch, driving coasters up the river under a wing of their mainsails, and larger craft were running with little more than their head canvas. The aneroid, no index this summer of the particular weather, was already influenced by the fine evening, and indicated nothing serious. But Corinthians had

their spirits shaken after leaving Prince's Pier in the morning to see the big screw-steamship *Andres* ashore—half full of water, and, with a great hole in her side, looking like a rammed frigate—and, before reaching Gourock Bay, to pass the floating spars of a cutter yacht that had dragged out of Gourock Bay with a fouled anchor, and gone down off the Point. To strengthen the wild appearance of the weather, the *Selene* schooner was under way with her storm trysail; and the schooner *Storm Finch*, after driving some way, was riding it out with a couple of anchors. Reaching Hunter's Quay, but few yachts were lying off, and among these were but one or two racing boats. Mainsail covers were unshipped; the crews were shoving a sou'-wester occasionally through the scuttle. Corinthian crews were being picked up, but even "ordinary seamen" were difficult to find, and Mr. Addie was left without either his boat or his crew. The absence of the *Rosa* spoiled the third-class match, and proves the need for every boat being at the rendezvous on the previous night. The prizes to be sailed for were:—£10, and £5 for second and third-class yachts, with lockets to helmsmen. One paid hand to second-class boats; all else to be members of a yacht club, and steered by members of the club.

For the first prize, the 20 ton boats on the station were *Leander* and *Zampa*, but the Vice-Commodore preferred attending to his official duties, and had his own craft moored off the quay. The *Vision* and *Rosa* were entered for the second match, but the *Rosa's* skipper had found good holding ground in Gourock Bay, and it seemed as if the match must be postponed. The *Vision's* amphibious crew, in oilskins, were ready to sink or swim, and Mr. Reid had picked a crew in which enthusiasm was finely tempered with experience. Jokes heavy enough to crack the jaws of a gaff were for the day abandoned, and the old and young salts were only waiting for a foe. To those on shore an unexpected antagonist was suddenly announced. The *Gem*, a cruising craft, a stiff hard-weather boat, and a contrast to the *Leander*, recently purchased by B. B. Bell, Esq., was lying at her moorings, and no inconsiderable astonishment was shown when the 15-tonner run up an extempore racing flag. With a single reef in her mainsail, while the *Leander* had two, the *Gem* got ready for a start, and speculation was immediately afloat as to the number of miles the *Gem* would be left astern.

The *Leander* had secured as Corinthians J. Reid (owner), D. Reid, D. Gilkison, A. Thomson, and W. Findlay, Esqrs., with a hand.

The *Gem* had for crew B. B. Bell (owner), W. York (secretary of the club), J. Addie, A. Addie, Provan Alexander, Esqrs., and Gilbert Macallum (mate of *Zampa*), for a hand.

The Vision had M. Carswell (owner), R. Ferguson, J. Ferguson, — Jacob, Esqrs., &c. The tremendous showers, and the sea sweeping over those under way, gave the yachtsmen a dismal and drenched look, and a stranger might have believed that the club house was a newly-built hydropathic establishment, with a large number of patients under severe treatment. Towards the starting hour the more melancholy-looking invalids found their way from the rooms on board the racing boats, having divested themselves of their respectable clothing for bathing suits.

Before starting, the Vision went through a series of evolutions in the squalls, which the yachtsmen who remained *on shore* believed must be capital sport, but which must have aggravated the shattered health of the ladies in the neighbourhood. The Vision indeed gave one very wild lurch, through the steersman being on the lee side of the tiller.

About one o'clock the Vision got away with the start followed by the Leander and Gem, with the wind so dead aft that they were jibed various ways. Running for the Shoals Buoy the Vision was gaining in the squalls at a tremendous pace, bringing the nasty short sea over her stern in lumps. Abreast of Kilcreggan the ten-tonner was running in a line of foam and spindrift alarming to look at, and before reaching the lee buoy some cautious spirit among her crew discovered there was no need for sailing so hard without an antagonist against them. By a judicious consent, the mainsail was lowered, and the crew of "Mark Tapleys" apparently made themselves as comfortable as the circumstances would permit. The Vision was kept going with her foresail and jib, and reached Gourock Bay after hauling round the lee buoy, where the appearance of the craft under headsails created considerable commiseration among those who did not know she was "walking over the course."

In the meantime the Leander, leading the Gem, had been making some wild jibes that promised to leave the Gem an easy sail round the course. The owner of the Gem having carried his mast away recently, seemed anxious not to repeat the accident, and preferred risking his boat's keel by griping rather close to the stones on the Kilcreggan shore. Having failed to get soundings aboard, Mr. Bell got his hands "tailed on" to the sheet, and held after the Leander, which went past the Shoals like a steamer, and, apparently not relishing the Gem's neighbourhood, seemed making a straight course for Port Glasgow. The Leander's crew seemed to have suspected the Shoals Buoy had gone adrift, and were anxious to hunt it up. It was afterwards explained that, thinking the course rather short for the Leander, it was intended

to take her round the Powder Buoy, but the cause of running past the mark, it was really believed, was an amiable intention to give the Gem a clear berth on the weather quarter of the Leander, and of which Mr. Bell gratefully availed himself. The Leander hauled on the wind found it difficult to take her place again, and the Gem fetched away into Gourock Bay among the yachts, finding smoother water, and waking up drowsy skippers, who wondered if her crew ought not to be rescued. Escaping out of the anchorage with her bowsprit safe, the Gem was headed for the Baron Point, with heavy odds in her own favour, and in favour of her owner, whose skill in handling a boat was established with "the Gourock Admiralty." The older navigators were in ecstasies that an old-fashioned, beamy, round-sided craft was heading a fine boat like the Leander, but too narrow and greyhound like for a gale. The Leander stayed off, the Farland was under the Gem's lee, and both boats settled down to "a dead muzzler." The sea was crabbed and wild with streaks of spindrift and blasts of rain, and wind that cleared all the brown canvas on the river. Catching the Cove shore, the Gem took one or two short boards till the Kirn Quay could be layed, and with the Leander to leeward and astern, the two craft fetched along the Kirn shore as fast as canvas could drag them. In the smooth water and heavy squalls the Leander was doing a great deal better than in the seaway, but it was very observable that, while she lay over till the wind blew over her sail, the Gem's canvas, carried more upright, was getting the weight of the wind. The flag-boat off Dunoon having been weathered, the Gem led back to Commodore, going splendidly, followed by Leander, badly pressed with a balloon foresail, that was burying her bow and throwing her off her floor. The two yachts were timed at commodore as follows:—Gem 8h. 1m. 10s., Leander 3h. 1m. 30s.

The Gem, with boom to starboard, went off for the Shoals, with Leander astern, and booming out balloon foresails for spinnaker. The Gem's crew were trying what booming out might do, but neither were much benefitted. However, the length of the Leander told in the reach, and on the wind she went off with sufficient lead to fetch into Gourock Bay ahead of the Gem. Going round the cutter the Leander came out on the port tack, with the Gem coming into her lee chains. The Leander's crew, forgetful of the Gem having the law and the secretary on board, obliged the Gem to bear away under her stern, and the Leander got off with the lead.

The wind had freshened wildly, and meeting the tide, set up a nasty sea. The two yachts were going through it bowsprit under, and lifting lumps of broken water into their canvas, presented a wonderfully

picturesque appearance; and with the crews coming and going through bucketsful of brine, must have seemed the perfection of treatment to watercure enthusiasts.

Neither damped nor daunted, the rival Corinthians struggled for victory in a spirit which the name they assume ought to have tempered. After "a dusting" to be remembered, the *Leander* and *Gem* reached the Cove shore, and with one long board lay right away down the Cloch—stemming the flood end on, and catching it full broadside—when they stayed. On the Kirn shore they would have had it on their lee bow instead, and the *Gem* would have done better with another board into Loch Long. The *Leander*, intent on overreaching her mark, lay beyond the Dunoon flag-boat, and gave the *Gem*, now astern, a nice lift up. Weathering the flag-boat, the *Leander* came home with balloon foresail set, and the *Gem* after her, with jib-headed topsail. The match, sailed with so much spirit and good seamanship, ended:—

	h. m. s.				h. m. s.		
Leander	4	53	0	Gem.....	4	56	0

The *Gem*, having time to claim off the larger boat, got the first prize; and Mr. Bell had reason to be proud of the enthusiasm which greeted his victory. Mr. York, as steersman, obtained the locket.

The *Vision* arriving at 4h. 22m. 0s., claimed the second prize, and Mr. R. Ferguson added another trophy by the locket. This is the seventh prize in succession the *Vision* has won.

The annual regatta of the club was held at Hunter's Quay on July 5th, and was a splendid success. The weather, magnificent, gave due effect to the spectacle of some fifty sail under weigh—a fleet including some of the finest craft. The absence of Lord Glasgow upon the occasion was regretted, but his yacht, the *Valetta*, was placed at the service of the club; and J. M. Forrester, Esq., acting as Commodore, was indefatigable to promote the success of the proceedings, assisted by J. A. Lockett, Esq., W. York, Esq. (Secretary), and other gentlemen of the club.

The previous evening—wet, windy, and "dirty"—promised a breeze, but the dawn brought "a flat calm," and the suspicion of a day without wind. Blue streaks along the shores of the Holy Loch and Loch Long deepened with the day, and a cross-carry from the south-west gave some hope of wind. And the day brought shifting airs, strengthening into a stiffish westerly wind that brought the races to an exciting close.

The first prize was the Ashburn Cup, presented by Mrs. Henry Gamble, with a purse of 20 sovereigns added by the club, for yachts not exceeding 40 tons. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners	Builders.
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
26	Alceste	cutter	39	H. Walker, Esq.	Fife
2635	Xema	cutter	34	H. S. Crawford, Esq.	Fife
1476	Myosotis	cutter	40	T. G. Freke, Esq.	Ratsey
530	Eveleen	cutter	39	P. French, Esq.	Fife
1298	Maria	cutter	34	R. Sharp, Esq.	Wallis
2371	Torpid	cutter	27	T. L. Arnott, Esq.	Day & Co.
106	Avon	cutter	30	A. Sword, Esq.	Fife
30	Alcyone	cutter	40	Sir W. Topham	Hatcher

The course was from Commodore past flag-boat off Kilcreggan, round Powder Buoy, flag-boat off Ashton, flag-boat off Inverkip, flag-boat off Dunoon Quay. Twice round. Started at 11h. 53m. 13s.

The crowding craft about the Commodore prevented the racing yachts from laying a clear course for the flag-boat, and after a false start for some of the yachts, the Myosotis got away with a fine lead, followed by Foxhound, Torpid, Xema, and Alceste. The Myosotis, jibed to starboard, was carrying a topsail sitting like a card, bent to a yard some fifty in length, and sheeted home with a jack-yard big enough to set a working topsail with. The canvas of the Myosotis was sitting beautifully, and her long, handsome hull was dragging through it with just a splash along her lee bow. With a tremendous spinnaker jib, reaching jib and foresail, Ratsey's boat was going away like another Vanguard. The Foxhound, in charge of Ben Harris and a crack crew, was second, with spinnaker, first jib, and a whipping balloon foresail. She was going splendidly, and "the bonny Clyde" was pretty safe under the red chevrons. Third boat, the Torpid, was going like a smaller Mosquito, looking wicked enough as a white line cut her black sides, and spinning along, with a balloon foresail, at a pace that gave Harris cause to wonder what had come over the old boat. Xema, always sailing well and always unlucky, was fourth boat, with the Alceste coming along under her lee, dull to drive in the light wind. The other yachts came down the wind in a crowd, with spinnakers set. From the "ruck" the Maria was dragging fast, with her big spars and great spread of cloth.

The Myosotis, with "Forget-me-not" written all over her, kept leading away, and with sheets cleverly flattened, hauled round the lee buoy, and with a gripe up that promised the Foxhound work, fetched in towards Gourock Bay. The Maria's big canvas bringing her down on the Foxhound's weather quarter, lifted her past the Xema and Torpid, and with a longer reach, she looked like leaving everything astern. The

Foxhound hauled round in time to give Torpid the lee berth at the buoy, and Mr. Sharp's boat on the wind lost what she had gained. The Alcyone, head reaching on the slower craft, came down upon the Alceste, and slipping by to windward, took the buoy from Mr. Walker's cutter. The Alcyone flattened sails and went away screwing into the wake of Myosotis, with the Alceste astern, but not holding the light wind so well. Myosotis stayed mid-channel with some look of a slant off the Kilcreggan shore. Some "mouse ear" on board was awake for "a singing breeze," but this time it did not come. However, the cutter was kept going, and it got rumoured she was something better than handsome. The Torpid, with the wind heading, went off to visit the Channel fleet, and let Foxhound, Alcyone, and Alceste keep the skipper of the Myosotis anxious. The wind was hauling northerly, shifting off the Gourock shore, and heading all round from south to west. Weathering the buoy off Ashburn, the Myosotis kept lengthening out her lead, with Alcyone and Foxhound going splendidly. The Maria, getting the good of her canvas, was keeping a good place, but the wind was freshening off the Cloch, and she had seemingly settled down to overhaul the Foxhound, and weather her, as she had done easily enough at Kingstown. Abreast of the Cloch the Myosotis (or the Minnesota as she was re-christened) was lifting along like a bird, "flipping" the spray along her weather bilge, and leaving no more wake than a "dingy." Ratsey's boat was confessed to be a beauty, with her long straight rail, wedge bow, and high-drawn counter. She was handled like a toy, and was not to be caught. The Alcyone, greatly improved in speed since her first visit to the Clyde, was going handsomely, hardly lifting in the slight sea, and forging on end like a steamer. The Foxhound, sailing as she can sail, was hanging on the Alcyone's quarter, and the Alceste was evidently improving her place with the breeze. The Myosotis weathered the Inverkip Buoy at 2h. 8m., Alcyone 2h. 12m. 0s., Foxhound 2h. 12m. 10s., with Alceste fourth, and Xema fifth.

The Torpid came up wonderfully, and passed close on Xema, going along at a great pace, with the Eveleen pressed to weather her. Indeed, the sailing of the Torpid throughout occasioned surprise. With balloon canvas and the wind freshening, the Myosotis led down upon the Dunoon flag-boat, and jibed with her big topsail heavily. Away went her topmast, and the peak of her mainsail settling down showed her mast-head shaken and her luck lost. After passing the commodore, the Myosotis hauled on the wind, and ran out of the race amid sympathising cheers.

The Alcyone getting the lead reached along to Roseneath with Fox-

hound in her wake, and *Alceste* closing up on both, with the wind coming away nicely, and filling the balloon canvas, under which the ordinary canvas was lost. The *Alcyone* got her sheets aboard, with *Foxhound* under her quarter, and losing her berth by some mishap *Alceste* hauled round, lifting up into *Alcyone*'s wake, and going so well that "King Dan's" worshippers were in alarm. The wind was promising a true breeze, and *Alceste* on starboard tack, shoved past *Foxhound* to windward, going about and looking as if she meant to blanket *Alcyone*. But the leading boat had got the best of the wind, lay into mid-channel, picked up the first of a northerly slant, and lay back into *Gourock Bay*. *Xema*, hauling round the lee buoy, got it strong off the *Roseneath* shore, and, with a rattle, fetched right along into the *Farland*, picking up by the fluke a clear mile she was astern of *Alceste*, and catching the first of a strong lead off the *Gourock* shore. The *Foxhound*, getting the first of this, was suddenly first boat gripping across *Gourock Bay*, with *Alcyone* and *Xema* astern. *Alceste* losing the wind off the north land was as far to leeward as she had been to windward, but stood over for the *Ashton* shore, and tried to pick up what the check of wind had lost her. The wind was coming away nicely, darkening the *Clyde* out into the misty air over the *Cumbræ*s, and with the ebb whitening it with widening touches. The *Alcyone*, holding by the *Cloch* shore, had the *Foxhound* in her wake, and both boats with square-headed topsails were down to the rail. Going by the wind in a fine breeze, the weather buoy was passed by:—*Alcyone* 5h. 1m. 30s., *Foxhound* 5h. 2m. 0s.

The *Xema* went round third boat, considerably astern, followed by *Eveleen* and *Alceste*, the latter with topsail lowered and canvas badly set. With balloon-foresail and jib-topsail *Foxhound* followed the *Alcyone*, which was reaching away at a tremendous speed. Jibing at *Dunoon*, the *Alcyone*'s topmast was all but gone, and the preventor of the *Foxhound*, taken in hand over hand, only saved her topmast from going. Going dead away, the *Foxhound* ran with *Alcyone*, and passing commodore inside her time won *Mrs. Gamble's Cup*, after one of the best contested and most splendid races ever sailed in the *Clyde*. The *Xema*, following considerably astern, jibed badly and carried away main-halliards. The *Eveleen*, with *Alceste* astern, passed commodore, followed by the other yachts. The *Avon*, a very fast boat was going badly, or her owner preferred to keep his official position as Rear-commodore. This race was timed:—

	FIRST ROUND.			SECOND ROUND.		
	h.	m.	s.	h.	m.	s.
Myosotis	2	44	0	0	0	0
Alcyone	2	48	0	5	29	45
Foxhound	2	48	29	5	30	48
Alceste	2	50	30	5	39	45
Xema	2	55	35	0	0	0
Torpid	3	0	24	0	0	0
Eveleen	3	0	34	5	38	30
Maria	3	2	36	0	0	0
Avon	3	10	5	0	0	0

The second race was for a purse of 20 sovereigns, for yawls and schooners not exceeding 40 tons reduced measurement. The entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2460	Vega	yawl	40	Sir W. R. Brown	Nicholson
604	Fiery Cross	schooner	49	J. Stirling, Esq.	Fife
396	Dinorah	yawl	40	Mr. Thompson,	Fife

Course same as first race, started at 12h. 10m. 30s.

The Vega did well going by the wind, and weathered the Cross and Dinorah before going round the Inverkip buoy. She did not complete the second turn. The Dinorah led the schooner in the second turn and with a huge spinnaker reached up to Commodore ahead of the Cross, but did not save her time off the schooner, which carried off the purse.

The third race was for a purse of 20 sovereigns, and second prize, the Hafton Cup, for yachts not exceeding ten tons. The entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders
1984	Shadow	cutter	20	D. Mac Iver, Esq.	Byrne
2643	Zampa	cutter	20	J. M. Forrester, Esq.	
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner
1279	Madcap	cutter	20	G. B. Thompson, Esq.	Hatcher
1046	Leander	cutter	20	J. A. Reid, Esq.	Reid & Co.
714	Gem	cutter	15	B. B. Bell, Esq.	Fife

The Quickstep went off with a fine lead at 12h. 30m. which she kept throughout. A hollow-floored, high-bilged boat, the Quickstep's model differed from all the rest ; but she showed great speed: Carrying away the head of her topmast, the wreck occasioned delay; but she weathered the Dunoon buoy on the last turn, feeling the breeze but going finely. The Shadow, turning second boat, jibed and carried away her top-

mast, and the Madcap's nearly followed. After sailing hard to win the Leander carried away her starboard topmast stays, and with other damage bore up for commodore. The Shadow in beating Madcap showed herself a stiff boat. Zampa reached fast under her balloon sail, but hardly carried her canvas in the breeze, and she lost some time with a vessel getting in her way. The Quickstep got first prize and Shadow second.

The fourth prize was a purse of 10 sovereigns, for ten ton cutters. The entries were :—Naiad, cutter, 10 tons, A. Littledale, Esq. ; Zeta, cutter, 10 tons, T. R. Rainey, Esq. ; Peg Woffington, cutter, 8 tons, G. L. Watson, Esq. ; Vision, cutter, 8 tons, M. Carswell, Esq. ; Rosa, cutter, 10 tons, T. Earle, Esq. ; Amba, cutter, 9 tons, C. Connor, Esq. ; Mystic, cutter, 10 tons, T. H. Ismay, Esq. ; Elaine, cutter, 10 tons, T. Leitch, Esq. ; Cloud, cutter, 10 tons, M. Bulley, Esq. ; Fairy Queen, cutter, 8 tons, T. Harvey, Esq., Boreas, cutter, 10 tons, T. Workman, Esq.

Going off the wind under a cloud of canvas, the little fleet was quite a spectacle, and the interest was heightened by the Peg Woffington and the Rosa carrying away their topmasts. The Vision led away at her usual pace, and kept it for the first round. On the second turn, the Rosa weathered her, and Mr. Eadie, sailing his boat with great cleverness, won his maiden race. The craft from Liverpool and Belfast were well handled, and the pluck of their owners in bringing small craft so far was much remarked on, and the hope expressed that Clyde owners would return the compliment.

The fifth race was for 5 sovereigns for five ton boats. Fourteen entries filled up a large race, in which the Gipsy King — M'Gregor, Esq., led away at great speed, reaching past the other boats till her rigging carried away. The Triumph, R. Ferguson, Esq., a new boat by Fife, sailed capitally, and took second prize. The Ondina, yawl, belonging to J. A. Lockett, Esq., showed fast in the opening turn to windward, but the Fairy, the clipper of this class, took first prize, and Triumph second.

In the open pleasure-boat match, the Ayrshire Lass took the prize.

In the man-o'-war's boat race, Minotaur was first and Hercules second. Five boats started.

The yachts' gig race was won by gig of Lady Eveleen. Various pulling matches completed the sports at an early hour.

BARROW YACHT CLUB MATCHES.

On Tuesday, July 2nd, a Channel match took place from the Mersey to Barrow (Piel Anchorage), open to yachts of every rig exceeding 10 tons, for a prize of £50 given by Sir James Ramsden, Vice-Commodore. Also a prize value £10 10s. given by H. W. Schneider, Esq., Rear-Commodore, for yachts not exceeding 10 tons. Course from Liverpool to a mark boat anchored off Piel. All yachts to pass to the westward of Morecambe Bay Light-ship. Four to start in each class. Under rules and regulations to be settled by the Royal Mersey Yacht Club, for which the following entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
203	Cambria	schooner	188	H. Wood, Esq.	Ratsey
169	Blue Bell	schooner	163	J. Stevenson, Esq.	Nicholson
	Irene	schooner	60		
1590	Oimara	cutter	159	J. Wylie, Esq.	Steele
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
501	Enid	yawl	57	G. Putland, Esq.	Wanhill

Though there were fourteen entries for this match, the stiff breeze which swept the Mersey during the earlier part of the morning of July 1st narrowed the list of competitors to six in number. None of the second class started for Mr. Schnieder's prize, and it was given to the first vessel in of a different rig than the winner of the first prize. At nine o'clock a good W.N.W. breeze blowing, the gun was fired on board the Vice-Commodore's yacht and five out of the six competitors prepared for a flying start.

The Oimara had a boat ashore when the gun fired, and eight or nine minutes was lost at the start in consequence; in fact there was every fear of the race for Sir James Ramsden's prize occupying a wasted day, so far as she was concerned. However, the best was made of this unfortunate occurrence. The Oimara got speedily under weigh, and by the time the Rock Light was reached she was close upon the other yachts; and but a short distance beyond she came up with the Cambria, with which she sailed bow and bow for some distance. The Enid, at this point, tacked close under the stern of the Oimara, and passing off to leeward, followed in the wake of the Cambria. The Garrion had now made the most of the match, and was beating away ahead in fine style, with the Blue Bell in close pursuit. Very soon Oimara was brought into position for carrying off, as last year, the Ramsden Cup, and when

the Blue Bell, the second vessel next tacked, the Oimara took her forward place in the race. Off Crosby, the breeze fell somewhat, and fervent were the aspirations on board the cutter for just a little more wind as the Garrion failed to weather the light-ship and bore away to windward, and as her most dangerous competitor effected the same manœuvre about four minutes distance behind, having pulled up remarkably well. But taking time allowance into consideration, she had still a stiff bit of work before her to overreach the excellent seamanship displayed on board Mr. Houldsworth's craft. The Formby Lightship was passed at seven minutes to eleven by the Garrion, the Oimara following. Five minutes afterwards the Blue Bell passed, the Enid not being far off, and the Cambria bringing up the rear. In this order the Bell Buoy was reached, and here the Garrion lost the greater part of the material advantage she had gained by the start, and decided the result of the match. She rounded the Bell Buoy at 11h. 17m., and the Oimara rounded one minute after, having thus gained eight out of the nine minutes lost by the delay at the start. It was about ten minutes afterwards when the Blue Bell, the first of the three yachts astern, was seen to pass the buoy; the Enid and the Cambria following away in the rear.

The wind now freshened considerably, and both cutters lowered their jib-headed topsails and set square-headed, and the race at once became of a most exciting character. The Oimara slowly but surely gained on her lighter opponent, which gallantly declined to alter her topsails, notwithstanding her evident tenderness. At 11h. 45m. the great feat was accomplished of getting abreast and to windward of her, and for two or three minutes the two cutters thus sped along three lengths apart. Up to the Morecambe Light-ship a splendid reach was made, the Oimara, under all plain sail, except balloon stay-sail, laying to it at from ten to twelve knots, and the four yachts in the rear following in capital style, the Garrion being discerned with her spinnaker boom out ready for doing her utmost to keep her place.

At 1h. 40m. the Oimara rounded the light-ship, and preparations were at once made to set the spinnakers. While this was going on, the Garrion rounded the light-ship at 1h. 46m. 15s., and immediately afterwards her spinnaker was set, and she bore up bent on demolishing the interval of six minutes, fifteen seconds, which exceeded by a little over a minute her time allowance.

At 1h. 51m. the Blue Bell rounded under square sail and square top sail, and at 1h. 53m., the Cambria followed; the Enid was apparently far away to the rear. The wind fell off, and the two foremost cutters,

at half their former speed, but with every breath of air accounted for in the immense spinnakers and other sail, still kept their relative positions.

At 2h. 30m. the smoke from the Barrow Hematite Steel Works was discerned, and shortly afterwards the marked boat off Piel came in view. The Garrion had not yet gained her distance, but the schooners had made up wonderfully. The Blue Bell, which was beating steadily up to windward under an immense extent of canvas, now became a subject of anxiety on board the Oimara, there being no less than seven minutes five seconds to be allowed her. The Cambria, which was coming up farther to leeward, was not so greatly dreaded, her time allowance being only two and a-half minutes, and her distance being greater than that of the Blue Bell. The Enid was still far astern. The Oimara kept on the closer course, but at about a mile's distance from the flag-boat the Blue Bell looked more dangerous still, and it was then calculated that if the prize were not taken by the leading cutter, Mr. Stevenson would be the winner. Some doubt was expressed on board as to the exact course to be taken round the flag-boat, and it was considered a grave default on the part of the sailing committee that no definite instructions on the point were given, or that no sailing chart had been issued. The arrivals at the club boat, the steamer Walney, were as subjoined:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Oimara	3	10	15	Garrion	3	16	57	Enid	3	44	36
Blue Bell.....	3	16	18	Cambria	3	19	10	Ierne	4	24	10

Protests were entered by the Cambria and the Enid against the Oimara; but were withdrawn, and the Oimara took the prize, being the second year she has won the same prize.

On Tuesday, July 2nd, at Barrow, while waiting the arrival of the yachts from the Mersey, several sailing matches came off, the first being for 25-foot boats for a prize of £15, which was won by the Alert, beating El Moro and Jennie. In the evening the club entertained the yacht owners and other gentlemen to a dinner at the Abbey Hotel, Sir James Ramsden presiding. About 120 guests sat down, several toasts were drank and responded to, among them that of the chairman, which was most enthusiastically and deservedly received. A few songs were sung by some of the veteran yachtsmen, which added considerably to the pleasures of the evening, and the company separated shortly after ten o'clock. A special train was run from the abbey to Piel to accommodate the yachtsmen, who went to pass the night on board their craft in the harbour, while others remained at the hotel. Prior to the departure of the train, however, the company viewed the ruins of Furness Abbey, and were apparently greatly interested in them. The Barrow Rifle

Volunteer Band played selections of music during the evening, and this added greatly to the enjoyment.

On July 3rd the weather was again highly propitious, which conduced as it always must do, to the comfort of the visitors, and enhanced the pleasurable-ness of the whole affair. Special trains conveyed numerous passengers to the scene of operations, and there was again a very select party gathered on board the Roe and the Walney. Shortly before eleven o'clock the screw yacht Dione, belonging to Sir James Ramsden, the Vice-commodore, steamed off to the Seldom Seen Buoy, where she was anchored between the buoy and the shore, for the purpose of timing the yachts out. In addition to Sir James Ramsden, there were on board Major Ridehalgh, W. Williams, Esq., the hon. secretary, and members of the press.

A sailing match for a cup value £40; a second prize to be added of £15 if four start. Open to yachts of every rig exceeding 35 tons. Measurement to be calculated on the same rules as those adopted in the matches of the Royal Mersey Yacht Club. Course about 50 miles. Time allowance:—35 to 55, 30secs. per ton; 56 to 80, 20secs. per ton, 81 to 100, 10secs. per ton; 101 to 160, 5secs. per ton. Above 160 tons no time allowance to be made. Yawls to be rated at three-fourths and schooners at five-eighths of their real tonnage, but this allowance shall not enable schooners or yawls to enter or compete in a match for yachts of a lower class than that to which according to their actual tonnage such schooners or yawls may belong. The following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1590	Oimara	cutter	159	J. Wylie, Esq.	Steele
607	Garrion	cutter	98	T. Houldsworth, Esq.	Owner
501	Enid	yawl	56	G. Putland, Esq.	Owner

The Vanguard entered but did not put in an appearance, but the others were cruising about in the bay for some time before the start took place, greatly to the delight of the many spectators. At a quarter past eleven o'clock the flag was lowered on board the Dione, as a signal for the first gun to be fired to start the yachts. The Oimara, cutting through the water like a thing of life, was the first to approach the Vice-commodore's yacht, which she passed at 11h. 18m. 10s. The Garrion followed close in her wake, but not lying quite so close up to the wind, and passed at 11h. 19m. 50s. The Enid, getting too much to leeward, had to make a short tack to windward to enable her to keep the buoy on the starboard hand, losing by this manoeuvre nearly a

minute. The course sailed was as follows:—from the club steamer to Hilpsford Buoy, keeping it on starboard hand; thence to the flag ship moored nearly abreast of Black Combe, and about $4\frac{1}{2}$ miles S.W. by W. of it, rounding it on the port hand; thence to the Morecambe Bay lightship, and then to the Hilpsford Buoy, where the club steamer was anchored, passing finally between the steamer and a flag boat moored abreast of it, and keeping such flag boat on the port hand. Distance about 50 miles. At the start, there was a nice light breeze from about west north west, but by the time the flag ship was neared it had fallen considerably. The flag ship off Black Combe was rounded by the Oimara at 1h. 23m. 50s., the Garrion passing at 1h. 30m. 25s., and the Enid at 1h. 39m. 45s. The wind now died entirely away, and the two cutters were soon afterwards almost becalmed. The Garrion, in order to get the full benefit of what little breeze there was, set her balloon staysail, and subsequently her immense balloon jib. Up to this time the Oimara had only been using her working sails, but soon after the Garrion had displayed her balloon jib, Mr. Wylie followed suit. The wind, however, was so light and uncertain that but little improvement in speed was observable after this had been effected. About four o'clock, however, a freshening breeze sprung up, and within a quarter of an hour both the Oimara and the Garrion changed their balloon jibs for working sails. The Enid, after rounding the flag boat, instead of standing directly for the Morecambe Bay Lightship, ran in along the shore, in order to get the full benefit of the tide. On nearing the north end of Walney Island, she stood out to sea, coming out to leeward of the cutters, which were now lying pretty closely together. The Oimara, however passed the Lightship several minutes ahead of the Garrion, and in the run home she still managed to maintain her advantage. For some distance they were completely enveloped with canvas, and many were the exclamations of admiration their magnificent appearance drew almost involuntarily, from members of the party on board the club boat. As soon as the three yachts were fairly in sight, it was plainly to be seen that the contest was still a most open one, and it was impossible to say which would ultimately prove the winner. The Enid appeared to have lessened the interval between herself and the cutters considerably, but, instead of heading for the winning point, she was seen gradually to bear away in the direction of the harbour. There was every probability, had she kept on her course to the club boat, that she would have carried off the cup. The other two yachts passed the club boat as under:—

	h.	m.	s.		h.	m.	s.
Oimara	7	39	5	Garrion	7	44	47

Immediately the Oimara had passed the winning point the Garrion claimed the sole attention of those on board the Walney, and great excitement prevailed. Her chance of winning, by time allowance, was freely discussed, and various were the opinions expressed, some favourable to her chance and others quite the reverse. This uncertainty, however, was soon settled, for Mr. Houldsworth's yacht rapidly neared the winning point, and, when the gun fired, she had a-minute and three seconds time allowance in hand, and was therefore declared the winner. As the yacht re-passed the club boat, shortly after the race was decided, she was greeted with a hearty cheer, to which her crew gallantly responded. She was also similarly greeted by the crew of the Oimara as soon as they knew the result of the race.

The next match was for a cup, value £20, given by J. T. Smith, Esq.; a second prize of £10 to be added, if four start. Open to yachts of every rig of 15 tons and not exceeding 35 tons, calculated on the same measurement as in the regulations affecting the previous match. Course about 30 miles; time allowance, 15 to 25 tons 40 seconds per ton of difference, 25 to 35 tons, 35 seconds per ton of difference. Yawls and schooners in this class to rate as in the preceding match. The following started :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
827	Hecate	cutter	20	J. B. Huntingdon, Esq.	
742	Glance	cutter	34½	J. R. Rushton, Esq.	Hatcher

The Glance did not show up, and the race was therefore confined to the other two. The course was as follows :—From the club steamer to Hilpsford Buoy, keeping it on the starboard hand, thence to the flagship off Black Combe, rounding it on the port-hand, then back to Hilpsford Buoy, where the club steamer was moored, passing between it and a flag-boat moored abreast. Distance about thirty miles. The starting gun was fired at twenty three minutes past eleven o'clock, and the yachts passed the Dione as follows :—Lizzie 11h. 26m. 20s., Hecate 11h. 27m. 43s.

The Hecate was obliged to make a very awkward tack, so as to clear the buoy on the proper side, thus giving the Lizzie a minute's advantage. After getting outside the harbour, however, it was soon seen that the Lizzie, setting aside this involuntary concession, had the race entirely at her mercy, and she came in an easy winner, the club boat being passed as follows :—

Lizzie

h. m. s.

5 4 37

Hecate.....

h. m. s.

5 31 49

The last match was for a cup, value £15, a second prize of £5 to be added if four start, for yachts of every rig not exceeding 15 tons, calculated on the same measurement as in the regulations affecting the previous matches. Course, round Morecambe Bay Light-ship ; time allowance, 8 to 15 tons, 45 seconds per ton of difference, yawls and schooners in this class to rate as in the previous matches. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1780	Queen	cutter	15	G. W. Anderson, Esq.	Hatcher
	Jennie.....	cutter	5	W. H. Postlethwaite, Esq.	
1078	Lily.....	cutter	13	W. Gradwell, Junr. Esq.	Bateson
861	Hotspur	cutter	13	Dr. Allison	Woodhouse
35	Alice	cutter	8	J. Fisher, Esq.	
	Agnes	cutter	7	R. Charnley, Esq.	

The course for this match was from the club steamer to the Hilpsford Buoy, keeping it on the starboard hand, then to the Morecambe Bay Light-ship, which was rounded on the port-hand, then back to Hilpsford Buoy, where the club-boat was moored ; the yachts then passing between it and the flag-boat moored abreast ; distance about thirty-miles. The gun for the start was fired shortly after half-past one o'clock, three of the boats entered passing the club boat within the twenty minutes allowed. The official times were as follows :—Queen 11h. 32m. 24s., Lily 11h. 35m. 20s., Alice 11h. 36m. 15s.

The Queen got decidedly the best of the start, but the Lily was treading close upon her heels as she left the harbour. Soon after this start was effected, at about a quarter to twelve, the steamer Herald, Capt. Ward was seen approaching the harbour, decked from stem to stern with gaily floating bunting. On passing the Dione her ensign was lowered, and this act of courtesy was promptly responded to by the Dione. The Herald seemed to have had a splendid passage from the Island, most of her passengers being congregated on deck, watching the well handled yachts with great interest. A capital race between the third-class yachts ensued, and the club-boat was passed as under :—

Queen

h. m. s.

6 10 9

Lily

h. m. s.

7 12 3

In the run home from the light-ship, the Lily hoisted her large spinnaker, but finding it of very little avail, it was subsequently bent on as a balloon-jib. Unfortunately, however, on nearing the winning

point, her topmast was carried away, and the sails came down with a rattle. The Alice did not pass the winning point.

The closing event was a channel match from Barrow to the Clyde, for a cup value £50, the gift of the Right Hon. the Earl of Dalkeith, Commodore of the Barrow Yacht Club, for yachts not exceeding 10 tons. A second prize of £10 10s. was also offered by H. W. Schneider, Esq., Rear-commodore of the Barrow Yacht Club, for yachts not exceeding 10 tons. The following started :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1590	Oimara	cutter	159	J. Wylie, Esq.	Steele
203	Cambria	schooner	188	A. Woods, Esq.	Ratsey
169	Blue Bell	schooner	170	J. Stevenson, Esq.	Nicholson
607	Garrion	cutter	98	T. Houldsworth, Esq.	Owner

Vanguard entered but did not start.

For the second class prize there was no entries, and the committee therefore resolved to offer a cup of £10 value to the second yacht in the first race, of different rig to the winner, which was a very liberal decision, and one which lent an additional interest to the match. In the course as laid down, the competing yachts passed between Seldom Seen Buoy and the flag-ship Walney, which was anchored at a convenient distance, and rounding Hilpsford Buoy, and leaving it on the starboard hand laid their course for the Clyde, where arrangements had been made for timing them on their arrival. The morning was slightly hazy, and fine, with a nice westerly breeze. Between eight and ten o'clock the four competing yachts were visited by Mr. J. Fell, a member of the sailing committee, and Mr. Williams the club secretary, and every detail carefully explained. It was arranged that the yachts should be calculated on the Mersey scale, increasing according to the ratio of the difference to be sailed to the ordinary Mersey course. The Vice-commodore Sir J. Ramsden, arrived at Piel Pier about ten o'clock, accompanied by E. Wadham, Esq., as the representative of the Earl of Dalkeith, and J. T. Smith, Esq.

Having embarked on board the Walney, the party visited the several yachts and met with a very cordial reception, the whole of the visitors expressing their deep sense of the courtesy and hospitality they had received during their stay in our waters, as well as their complete satisfaction with the arrangements that had been made in connection with the various matches. It was very pleasing to hear on all sides that the experience of yachting friends had obtained in regard to Barrow had

induced them to decide on re-visiting the port next year. This interchange of courtesy occupied the time very agreeably until the tide began to ebb, when preparations were made for the start. The Walney having steamed down to her berth the gun was fired at 11h. 30m. a.m., and a capital start effected, the yachts passing the flag-ship in the following order:—Blue Bell 11h. 36m. 0s., Cambria 11h. 38m. 50s., Oimara 11h. 41m. 17s., Garrion 11h. 50m. 0s. The Garrion, however, did not pass between the flag-ship and the buoy, but went outside the latter, having it on her starboard hand. As soon as the yachts were well clear of the land, the Walney, with the Vice-commodore and party, steamed out to the Hilpsford Buoy. The yachts made a short tack to the southward, and then bore up for the buoy, which they left on the starboard hand, and then shaped their course for the Clyde. From the time of the start there was only a very light air, and, as the yachts passed the Hilpsford Buoy they were in close company, the two schooners leading with only a few lengths between, and the cutters being almost bow and bow. The Cambria, however, gradually crept to the fore, the Blue Bell holding the second place, the Garrion following, with the Oimara close at her heels. At 1h. 30m. the Walney steamed ahead, and, rounding the leading yacht, passed the four competitors, the party on board giving each a hearty cheer, which was as heartily responded to, and firing two guns as a parting salute on quitting the Oimara, the last of the line, which was just standing out seaward. She then returned to Piel Pier, and landed the Vice-commodore and his friends.

The Oimara, when off Black Combe, was caught in a squall, carried away her topmast, which in falling broke also her gaff; she was towed into Greenock. The times of passing the flag-boat in Gourock Bay on Friday night was as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.		
Blue Bell	8	25	25	|	Cambria	8	50	5	|	Garrion	9	45	40

The Blue Bell taking first prize, and Garrion the second (a handsome case of fruit spoons). This match concluded a regatta which will be long remembered with pleasure by those that were fortunate enough to witness it.

ROYAL ST. GEORGE'S YACHT CLUB MATCHES.

This club commenced its regatta at Kingstown on Wednesday, July 17th, the weather being very fine but deficient of that element so necessary for yacht sailing.

The first race was for a prize of £150; for the first yacht, £100, and £50 for the second, provided five start. Open to all yachts of any rig. First-class course. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1872:

No.	Names of Yachts.	Rig.	Tons.	Owners.	Ballers.
607	Fiona	cutter	77	E. Boutcher, Esq.	Fife
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
501	Enid	yawl	42	G. Putland, Esq.	Wanhill
640	Flying Cloud.....	schooner	47	Count Batthyany	Inman
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
798	Gwendolin	schooner	192	Major W. Ewing	Nicholson

A very light breeze from the eastward proved the main sailing feature of the regatta, which, however, was taken advantage of to the fullest extent by the skilful yachtsmen competing in the several races of the day. As may be presumed, in this—the principal match of the day, the finest and newest yachts of the age were brought into direct competition. The veteran Fiona; the celebrated Flying Cloud; the oft-tested and successful cutter, Garrion; the towering schooner, Gwendolin, of wide yachting-world celebrity; the graceful Vanguard; and last, but not least, the well known clipper of Kingstown waters, the cleverly handled Enid. The stately Oimara, of 159 tons, had been entered for this race, but on the owner seeing before him the chance of a mere drifting match, he declared off at an early hour, and took out a party of friends for a pleasant cruise in the bay. The start was effected punctually at 10h. a.m., according to card time, a punctuality most commendable in sporting affairs, and maintained throughout the day. The grouping of the beautiful vessels outside the harbour for a flying start was most effective as they moved about striving for good positions, and on the second gun being fired from the Pierhead Fort all glided away gracefully in the offing towards Howth. A strong set of a gust turning tide drifted the vessels slightly towards the Poolbeg Lighthouse, but in the main, they held on and stood well in towards the Hill of Howth, with a view to gain a long and effective reach round the Rosbeg Buoy for the Kish Lightship. In this run for Howth Fiona led for some time, but she was, after a while passed by Enid, who thus gained a good position in the first tack seaward. Vanguard was the first boat, however, to go about, and getting clear of the land off the Bailey Light at Howth, and the wind northering and freshening considerably, she put off on a tolerably free run to the Kingstown Light, closely pressed by Fiona, Garrion following at a greater distance, Flying Cloud taking fourth place, and Enid fifth, the superior qualities of the new sporting craft evidently telling here. The

five leading yachts here mentioned then carried on in the relative positions indicated to the Kish, which was rounded, almost in still water, as follows :—Vanguard 1h. 7m. 30s., Fiona 1h. 10m. 30s., Flying Cloud 1h. 14m. 0s., Enid 1h. 14m. 15s., Gwendolin 1h. 25m. 0s.

The breeze freshened somewhat from the Kish Light-ship homeward to harbour, the first round of the course being finished there in the following time :—Fiona 3h. 5m. 30s., Vanguard 3h. 7m. 45s., Garrion 3h. 13m. 0s., Enid 3h. 17m. 31s., Gwendolin 3h. 17m. 36s.

The official time of the close of the race was as follows :—

	h. m. s.		h. m. s.		h. m. s.
Fiona	7 8 11	Vanguard	7 13 12	Flying Cloud ...	7 12 56

Vanguard winning first prize and Flying Cloud the second by time.

The next race was for a prize of £60 presented by the Dublin and Wicklow Railway Company, £40 for the first yacht, £20 for the second yacht, provided five start. Open to all yachts of 40 tons and under. First class course. The entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1476	Myosotis.....	cutter	39	T. G. Freke, Esq.	Ratsey
742	Glance	cutter	34	J. R. Rushton, Esq.	Hatcher
26	Alceste	cutter	39	H. Walker, Esq.	Fife
580	Eveleen	cutter	39	P. French, Esq.	Fife
30	Alcyone	cutter	39	Sir W. Topham, Bart.	Hatcher
2635	Xema	cutter	34	W. H. S. Crawford, Esq.	Fife
678	Foxhound	cutter	34	Marquis of Ailsa	Fife
1567	Norman	cutter	40	Major W. Ewing	

This match was started outside the harbour under sail precisely at 10h. 30m. a.m. The yachts in this match, as in the preceding one, also stood off at once for Howth, and as they went presented from the pier-head, where crowds of the admirers of yachting—ladies as well as gentlemen—had collected from an early hour, a most brilliant sailing effect. The light wind of the hour was just sufficient to cant them slightly to leeward, the bright sunlight on the sails causing their reflection to be distinctly seen astern of them in the now almost calm waters of the sea. Nearly half-an-hour was occupied in the passage across the Bay to Howth, the Eveleen being the first to go about and clear away for the Kish Light-ship, Glance hugging her closely, and Alceste taking a good position as third boat. It being now noon, the yachts competing in the various matches had become spread out in an extended line, commencing near the Pigeon House Light, and in a semi-circle of yachting beauty, leading the eye along the horizon almost to the Kish Light-

ship. The first round at the harbour mouth was completed in this match as follows :—Norman 3h. 14m. 30s., Myosotis 3h. 22m. 30s., Alceste 3h. 28m. 30s., Foxhound 3h. 28m. 30s.

The race was finished in the following time, officially stated :—

	h. m. s.		h. m. s.
Norman.....	7 30 4	Alceste	7 36 45
Myosotis	7 33 21	Foxhound	7 38 41

Norman taking first prize, Myosotis second.

A race for a prize of £30, £20 for the first yacht, £10 for the second yacht, provided five start. Open to all yachts of twenty tons and under, third-class course. The following entered : —

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
752	Glide	cutter	15	J. G. W. Griffith, Esq.	Fulton
980	Kittiwake	cutter	20	Capt. P. A. Iremonger	Owner
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1279	Madcap	cutter	20	G. B. Thompson, Esq.	Hatcher
1984	Shadow	cutter	20	D. Mac Iver, Esq.	Byrne
1837	Ripple	cutter	12	G. Murney, Esq.	Fulton
1798	Quickstep	cutter	20	D. Fulton, Esq.	Owner
2074	Spindrift.....	cutter	20	F. Thompson, Esq.	Fife
1046	Leander	cutter	20	J. Reid, Esq.	Reid & Co.
	Avocet	schooner	19	Rev. W. Richmond	

The yachts in this race were, perhaps, the best sailed of all for the light prevailing breeze of the regatta. The Madcap got away, with the Leander, Lizzie, and Quickstep following closely. The short course round the Dublin Bay Buoys had been marked for this race, consequently the movements of the light and bright looking crafts competing in it could be comprehensively followed throughout. Many of them being old favourites and *habitués* of Kingstown waters an added interest followed their course in the minds of local spectators and admirers.

This race terminated in the following time, taken of the leading yachts :—

	h. m. s.		h. m. s.
Quickstep	5 32 54	Shadow	5 37 21

Ripple was third boat. Quickstep took first and Shadow second prizes.

Prize of £15. Ten sovs. for the first yacht, five sovs. for the second yacht, provided five start. Open to all yachts of 10 tons and under. Fourth-class course. Start at 11h. 30m. a.m. from their own anchors. The following entered :—Pastime, cutter, 10 tons, St. Clare Byrne, Esq.; Boreas, cutter, 10 tons, T. Workman, Esq.; Mystic, cutter, 10 tons, T. H. Ismay, Esq.; Elaine, cutter, 10 tons, J. Leitch, Esq.; Tartar cutter, 9 tons, F. Taylor, Esq.; Cloud, cutter, 10 tons, T. R. Bulley,

Esq.; Naiad, cutter, 10 tons, T. A. R. Littledale, Esq.; Myrrha, schooner 9 tons, H. C. Fox, Esq.; Queen Mab, cutter, 10 tons, J. G. Drury, Esq.; Dream, cutter, 6 tons, J. J. Kelly, Esq.; Peri, cutter, 6 tons, Captain C. B. Wynne.

This match was started from within the harbour. Myrrha was first out between the piers, Mystic, Cloud, and Boreas, following in close company. Official time of finishing :—

	h. m. s.		h. m. s.		h. m. s.
Mystic	3 19 20	Cloud	3 26 22	Pastime	3 30 42
Elaine	3 20 1	Naiad	3 29 33	Peri	4 10 9
Boreas	3 22 25				

Mystic took first prize, Elaine the second.

Second Day. — At ten o'clock the starting gun was fired, when a light north-wester was blowing on the first quarter of the ebb tide, and the following went off for the first race was for £100, £75 to the first boat, £25 for the second provided five start. Open to all yachts of any rig, first-class course. The following started :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
607	Fiona	cutter	77	E. Boutcher, Esq.	Steele
2416	Vanguard	cutter	60	W. P. Millar, Esq.	Fife
501	Enid	yawl	42	G. Putland, Esq.	Ratsey
640	Flying Cloud	schooner	47	Count Batthyany	Wanhill
697	Garrion	cutter	98	T. Houldsworth, Esq.	Inman
1590	Oimara	cutter	159	J. Wylie, Esq.	Ratsey

The Fiona got into a good position and took the lead, followed by the Flying Cloud, Enid, Garrion, and Vanguard, and made their way to the northward, continually keeping a good deal to the westward for fear of the receding tide taking them below the Rosbeg buoy, which they had to leave on the starboard hand. The Fiona availed herself of her good lead and kept in front, and on approaching the Rosbeg the Vanguard took second place, closely in advance of the Garrion, Flying Cloud, and Enid. The Oimara, had a long stern chase in consequence of her having been kept away too far to the eastward of the starting flag-boat, and after having been kept in irons for a considerable time and having to tack twice before she could weather the line from which she was to bear to the northward on the port-tack, she took as short a cut as was safe with a strong tide under her lee. True to her old habits, when she caught the breeze she began to close on her rivals, and after passing the Enid she closed on the schooner Flying Cloud, which was fourth. The Fiona, in advance, was too closely waited on by the Vanguard, and the Garrion, a good third, made the most of the

light shifting wind as the competitors pushed on for the Kish. On their way down the wind shifted to the southward with them, while it blew lightly from north-west in shore. The Vanguard got ahead and to windward of the Fiona when they put about on the starboard tack. The schooner Garrion and Oimara stood on longer on the port-tack, and then followed the example of the leaders. Close hauling was the order of the day, and the wind outside, now south-east, gave promise of getting up a breeze of the right sort. The Fiona got again in front of the Vanguard, and now a thick sea mist rose which almost obscured the combatants as they made for the light-ship. The second, third, and fourth class races were now all out, and in the mist the various craft were to be seen like shadows in the distance. After some time the large vessels came out of the fog in a long line, standing with every stitch set for the Mugglin's flag-boat, and it soon became hard work to take the time of the yachts as the several vessels in the different races came in treading on each others heels. The first round ended:— Vanguard 2h. 25m. 0s., Fiona 2h. 27m. 30s., Enid 2h. 39m. 0s., Oimara 2h. 39m. 30s., Flying Cloud 2h. 40m. 0s., Garrion 2h. 44m. 30s.

It will be seen by the foregoing time that the Enid, Oimara, and Flying Cloud were almost round together, and to add to a very exciting scene, the Foxhound leading in the second race came up to the flag-boat with the big cutter, the yawl and the schooner. As far as the Oimara was concerned she was much hampered by the Enid, which got on her weather quarter, and took from her much of the little wind that was going. The Vanguard and the Fiona had now a long lead, and a person who did not know the resources of the Oimara would say that all her chances of pulling up her leeway was out of the question. In the second course down to the Rosbeg the breeze, which freshened, came from the E.S.E., and brought to the test the beating to windward qualities of the several vessels. The Oimara began rapidly to repair the losses which she had sustained by very light weather and very indifferent management. The many persons who were anxiously watching the contest thought it was drawing to a close as the vessels came up under pyramids of canvas, but a surprise awaited them of a very novel character in discovering very soon that the course was to be gone over three times, which made it very probable that the race would not conclude within the prescribed time. The second course ended as follows:— Vanguard 5h. 31m. 6s., Fiona 5h. 31m. 55s., Oimara 5h. 34m. 45s.

The Flying Cloud, Enid, and Garrion gave up, as the three cutters

timed went on their way over the course for the third time, with a light chilly easterly wind blowing, and a thick mist rising to seaward. The Vanguard increased her lead down to the Bailey, and after tacking to get out of the tide, and to weather the Rosbeg, she was well a-head on her course to the Kish lightship, which was a tardy kind of business. The race was ultimately finished thus:—

	h. m. s.		h. m. s.		h. m. s.
Vanguard	8 9 23	Fiona	8 13 38	Oimara	8 17 28

Vanguard winning first prize, Fiona the second.

The start for the second race was much better effected than the first, and the following famous vessels started for a prize of £60 :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
1476	Myosotis	cutter	39	G. T. Freke, Esq.	Ratsey
742	Glance	cutter	34	J. R. Rushton, Esq.	Hatcher
26	Alceste	cutter	39	H. Walker, Esq.	Fife
530	Eveleen	cutter	39	P. French, Esq.	Fife
30	Alcyone	cutter	39	Sir W. Topham	Hatcher
2635	Xema	cutter	34	W. H. S. Crawford, Esq.	Fife
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
1567	Norman	cutter	40	Major W. Ewing	Hatcher

The Myosotis and Eveleen got round first, and the rest followed in close company, but it was generally believed that the brunt of the battle would lie between the Norman, the Alcyone, the Myosotis, and the Foxhound, as the Alceste, the ancient Glance, the Eveleen, or the Xema had no chance against such distinguished ladies as the four first mentioned: The Norman, owing to her performance on the previous day, was the favourite, and that she did not win was owing to the chapter of flukes which is sure to turn up in baffling weather like that in which the race was ran ; nor do we believe that she was very well handled in the various wind shifts and periods of breeze and calm she met with. The first round of a contest, in which none of the real merits of the vessels competing were fairly tested, ended :—Foxhound 2h. 40m. 0s., Norman 2h. 41m. 0s., Myosotis 2h. 41m. 15s., Glance 2h. 45m. 0s., Alcyone 2h. 54m. 30s., Alceste 2h. 59m. 30s. The Eveleen gave up.

It will be seen by the above that the three first-named vessels were nearly together, but in the catalogue the position held by the Alcyone took the watchers by surprise, and told that the race was not with the swift. All that remains to be told is the simple record of the finish, which tells its own story, when we remember a few weeks ago the Eve-

leen beat the Foxhound, and the Alceste was regarded as the belle of the season in her class. The race ended thus :—

	h. m. s.		h. m. s.		h. m. s.		
Foxhound	5 40 59	|	Norman	5 43 22	|	Myosotis	5 48 28

The Glance was fourth, the Alcyone fifth, and the Alceste sixth. So much for light weather and the inconsistency of the winds. The third race was an exciting one, and was principally remarkable for the plucky manner in which it was contested by the fastest 20-tonners afloat, and for its giving a most famous little vessel another victory. We allude to Mr. D. Fulton's Quickstep. The following started "flying" for a prize of £30.

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1279	Madcap	cutter	20	G. B. Thompson, Esq.	Hatcher
1984	Shadow	cutter	20	D. Mac Iver, Esq.	Byrne
1837	Ripple	cutter	12	G. Murney, Esq.	Fulton
1793	Quickstep	cutter	20	D. Fulton, Esq.	Owner
2074	Spindrift.....	cutter	20	F. Thompson, Esq.	Fife
1046	Leander	cutter	20	J. Reid, Esq.	Reid & Co.
	Avocet	schooner	19	Rev. W. Richmond	

The Shadow, Leander, Madcap, and Quickstep got away first, the remainder near at hand; but the Belfast lady soon began to give indications of parting with her English and Scotch friends, and the first course round of a well sailed race closed in the following order:—Quickstep, Shadow, Leander, Ripple, Madcap, Lizzie, Spindrift.

In the second course there was much skill and good sailing, and a genuine sea-fight in light weather concluded:—

	h. m. s.		h. m. s.		h. m. s.		
Quickstep	5 14 7	|	Leander	5 22 12	|	Madcap	5 28 25
Shadow	5 19 6	|	Lizzie	5 26 2	|	Spindrift.....	5 29 42
Ripple	5 21 58	|			|		

The others came into harbour at rather distant intervals.

In the ten ton race for a purse of sovereigns the following little vessels started:—Pastime, cutter, 10 tons, St. Clare Byrne; Boreas, cutter, 10 tons, T. Workman, Esq.; Mystic, cutter, 10 tons, T. H. Ismay, Esq.; Elaine, cutter, 10 tons, J. Leitch, Esq.; Tartar, cutter, 9 tons, F. Taylor, Esq.; Cloud, cutter, 10 tons, T. R. Bulley, Esq.; Naiad, cutter, 10 tons, T. A. R. Littledale, Esq.; Myrrha, schooner, 8 tons, H. C. Fox, Esq.; Queen Mab, cutter, 10 tons, J. G. Drury, Esq.; Peri, cutter, 6 tons, Capt. C. B. Wynne.

The race was a good one, and concluded by the Naiad coming in first, the Boreas second, and the Cloud third.

The attendance during the day was as crowded as on the day previous and the hospitality of the clubs was enjoyed by many guests. In the evening thousands upon thousands flocked to Kingstown by railway to witness the display of fireworks from the Carlisle Pier. It was a brilliant affair, and was loudly applauded by the varied assemblage who thronged the roads, piers, and jetty. The harbour looked beautiful, and the whole scene was attractive in the extreme.

ROYAL EASTERN YACHT CLUB REGATTA.

THE regatta of the Royal Eastern Yacht Club was held on June 27th in the Forth with the most gratifying success. Early in the morning the sky was lowering, and threatened rain; but before the time set down for the first of the aquatic contests the clouds dispersed, and the day proved beautifully fine. The weather was indeed all that could be wished by the large party of ladies and gentlemen who were invited by the club to enjoy a sail and witness the regatta, although there was scarcely enough of wind to suit the tastes of thorough going yachtsmen. Members of the club and their friends embarked on board the Express steamer at eleven o'clock, and shortly thereafter the first gun, fired from Her Majesty's cutter Squirrel, which was moored outside the East Granton Breakwater, and which for the nonce served the Commodore's yacht, warned the competitors in the large yacht race to prepare for a "flying" start. The course fixed was from the Commodore's yacht down the Firth till opposite Inchkeith, and after rounding a buoy there the yachts steered across to a buoy anchored a little above the island, from which point they beat up the Fife shore to Aberdour, where another buoy was rounded. Next they stood across the Firth to a buoy some distance above Granton Harbour, on clearing which they run down to the starting point. The length of the course was fourteen miles, and the first and second class yachts had to sail it twice, and the small yachts and pleasure-boats once. Only three entered for the race for yachts exceeding 20 tons, viz:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
13	Aglala.....	schooner	45	W. F. Masterman, Esq.	Steele
314	Crusader.....	cutter	30	J. A. Beveridge, Esq.	Fife
652	Foam	cutter	25	W. Ford, Esq.	

When the second gun was fired, the Crusader was the first to get under way at 11h. 21m. 30s., followed by Aglaia at 11h. 24m. 0s., and the Foam 11h. 25m. 30s. A gentle breeze at this time blew from the west, and as the Crusader and Aglaia passed Trinity, they hung out spinnakers to take advantage of every breath of wind. The three vessels made a lovely picture, as with every inch of canvas set, they picked their course through the shipping anchored in Leith Roads. Off Leith Pier the Aglaia became almost becalmed, but after clearing the shipping she again got the wind, and steering more off-shore than the Crusader, forged onwards—the Foam sailing free some way behind. But in a little time the wind almost died away, and slow progress was made till nearing the first buoy, when the wind freshened, and the Crusader rounded it at 11h. 55m., the Aglaia two-and-a-half minutes later, and the Foam at 12h. 2m. Running on the wind the Aglaia gained slightly on the Crusader, while the Foam also improved her position, and went farther to windward than the other two before rounding the Inchkeith Buoy.

The real trial of sailing capabilities was, however, in the beat up the Firth to Aberdour, and here the power of the schooner to run closer to the wind than the Crusader enabled her to overhaul the last-named, and she rounded the Aberdour Buoy about a minute ahead of the cutter. Getting advantage of the breeze off shore first, in standing across the Firth, the Aglaia went away at a spanking rate, and she finished the first round at 2h. 20m. 5s., the Crusader following at 2h. 25m. 10s., while the Foam, having been becalmed in the lee of the Fife shore, did not complete the course till 3h. 7m. 30s. The Aglaia having more than made up her time allowance to the Crusader, the race was, barring accidents, practically at an end, and there was no further incident worthy of record till the close of the contest, which the Aglaia won, when the yachts passed the Commodore's yacht in the following order:—Aglaia 4h. 19m. 8s., Crusader 4h. 34m. 4s., Foam 5h. 45m. 0s.

In the race for second-class yachts, exceeding ten and not exceeding twenty tons, there were only two entries:—Leander, cutter, 20 tons, J. Read, Esq.; and Flying Fish, cutter, 12 tons, — Smeaton, Esq. This was a capital race for some distance, as both vessels got away within a minute of each other, and they kept in close order till rounding the first buoy, when the balloon jib of the Flying Fish, in the course of being taken in, got loose, dipped in the water, and threw the vessel a long way behind. This distance she was never able to make up; and the two yachts finished the first round at:—Leander 2h. 47m. 30s., Flying Fish 3h. 12m. 45s.; and the second round at:—Leander 5h. 6m. 10s.

Plying Fish 5h. 33m. 30s. The Leander was of course hailed the winner.

The following yachts entered for the contest for vessels of five tons and not exceeding ten tons:—Mosquito, cutter, 5 tons, J. H. Tod, Esq.; Van Dunk, cutter, 7 tons, F. James, Esq.; Mina, cutter, 8 tons, Alfred Crook, Esq.; Midge, cutter, 5 tons, J. Harkess, Esq. From the start the Mosquito took the lead, and won eventually by nearly twelve minutes from the Mina, which was the only other yacht timed at the close.

HAVRE REGATTA.

THIS club gave the usual liberal prizes to be sailed for, and much regret was expressed at the paucity of English yachts and more especially at the absence of the Guinevere, as the owner of the Sappho had entered his yacht in hope of meeting her, and on finding she did not arrive withdrew from the contest. The following is the account given by the *Field*.

On Thursday, July 11th, the match was from off the Hotel Frascati to a mark-boat moored two miles off St. Vaast la Hogue, distant fifty-one miles N.b.W. $\frac{3}{4}$ W., and back to a mark-boat moored two miles off Cape Le Heve, fifty-two miles E.S.E., 103 miles altogether.

At two o'clock the society's steamer came out of harbour and commenced towing the yachts into position; by 3h. p.m., on the weather end of the line, was the Sappho, (240 tons by the French rule of measurement), and next to her, in the order named, were the Livonia (190 F.M.), Iona (49 F.M.), Minotaur (*née* Extravaganza), M. Board owner, and Kriemhilda (80 F.M.) Besides these, there were several little yachts, but as neither, so far as we know, went the course, it would be of no interest to notice them.

The time allowance was a quarter-of-a-minute per ton.

At 3h. 30m. all were ready, and, as a nice balloon-topsail breeze was blowing from N.N.E., we hoped the Sappho would go. But a committeeman went alongside and asked, "Do you start?" and "No" was the reply. "Then you must clear out of the way," was the rather peremptory rejoinder; and the Sappho, getting her anchor and breaking out her head sails, left her berth.

At 4h. 50m., the signal to start was made from a Government steamer, on board of which was M. Winslowe, the President of the Society to accompany the match. In a minute the Iona's anchor was off the ground, and breaking out jib, jib-topsail and foresail, mainsails were allowed to be set prior to the start, she went off on the starboard

tack with the lead, and soon appeared with big working topsail aloft. The Minotaur followed next, and then came Livonia, making a gripe to windward, as the wind just now was no better than north. Half-a-mile to leeward of the fleet was the Kriemhilda, under way, astern of the others, and getting up her balloon topsail. The Livonia had plenty of canvas put on her, including main-topmast-staysail, jib-topsail, balloon jib and balloon fore-staysail, and square-headed working main and jib-headed fore-topsail, her ballooners were in the sailmaker's hands. Soon the wind backed to north-east, two points abaft of the beam, and surely the Livonia should have made short work of the Iona on this point of sailing; but there stuck the cutter out on the lee bow of the Livonia, and there was a promise that the Kriemhilda would be level with her 'ere the schooner; both the cutters had got balloon jibs and foresails on them now, and in the smooth water they both alike were going over the ground, with the help of the ebb tide, at the rate of seven knots. The Sappho had just been in to look at the harbour's mouth, and then bore up to chase the racing yachts. Down through the lee of the Kriemhilda she came, and left that vessel, which we are apt to think so fast at reaching, as if she had been brought up. Luffing a little, she commenced to haul over to where Mr. Ashbury's cutter and schooner were making such high speed. The wind now was E.b.N., or only three points from dead aft, the yachts steering W.N.W., and as the Sappho hauled to the wind more to reach across to the Livonia, she felt the full weight of the breeze, and no wonder that she was soon able to cross the schooner's bows, the latter running so much down the wind. Still we do not think that any other vessel could have done what the Sappho did in the time, although a more astute way of showing off a vessel's speed could not have been chosen. Having placed herself on the weather bow of the Livonia, who had just passed the Iona; the Sappho ran off her main boom to try her speed before the wind with the English schooner. The latter lowered her spinnaker boom, and was no doubt holding the American, who lost her speed directly she lost the weight of the wind. Finding there was nothing more to be taken out of the English yachts, the Sappho hauled her wind and returned to Havre. This happened at five o'clock, and at that hour the wind had fallen light, and was then no better than east. Iona got down her working topsail and sent up a balloon, running dead after Livonia, and sticking to within a couple of cables' lengths of her. Slowly they ran down the wind, the Kriemhilda still half-a-mile to leeward, having drawn level with the Livonia.

At six o'clock the wind was from the southward of east, gradually

southering. By 6h. 15m. some difficulty was found in keeping the booms on the port side, all more or less running by the lee with the light wind from S.E.b.E. $\frac{1}{2}$ E. and E.S.E. However, they still held on, and at 6h. 45m. brought Port de Ver abeam, twenty-two miles from Havre. It was the same sort of work for the next hour, the helm having frequently to be put down to prevent a jibe; but the wind sooner or later was bound to come off the land, and at 7h. 45m. Livonia jibed in obedience to a puff from south-east. But before she got her spinnaker out on the port side it was plain that another shift of wind was imminent. A dark bank of clouds working up from the N.W.b.N. looked like bringing a wind, and wind it brought much sooner than anyone expected. The Livonia jibed over to meet it, and sheets were flattened in all round, the Minotaure, two miles astern, not getting the wind until some time later. The Iona went round for a short board to northward, and then tacked on Livonia's weather quarter, all standing in on the land, the Kriemhilda to leeward, on the starboard tack. The Kriemhilda shifted her balloon head sails for working ones, and Iona shifted her balloon topsail for a working one, but, like Livonia, stuck to her balloon head sails. The Livonia was heading west, five points off the wind, and occasionally coming up to W.b.N. The Kriemhilda, lying the best part of a point higher, was very rapidly lifting herself to windward of the schooner, and no doubt fore-reaching her at the same time, a pretty big thing for a cutter to do with a racing schooner. The Iona, too, was weathering on the schooner, and reaching almost as fast.

The evening was now closing in, and the bright lights on the French coast began to flash out in the darkness, whilst the broken clouds driving aloft gave us fitful glimpses of the new moon. At 9h. 20m. the light on the rock of Marcouf was made out on the lee bow, Livonia and Iona at the time shifting for working, head sails. As they neared the land the Livonia broke off to W.b.S., and all she fell off lifted the Kriemhilda; and, sooner than she otherwise would, at 9h. 37m. that very smart cutter had planted herself on the weather bow of the Livonia, or the latter had settled down under her lee quarter, which was all the same thing. The cutter, instead of holding on her reach, went about and stood off on the port-tack, leaving the Livonia and Iona, now only dimly made out in the distance, still standing in.

At 9h. 55m. the Livonia, having broken off to W.S.W., tacked, being now as close under the land as it was prudent to go; the Grand-camb Light at the time bore S.W.b.S., and the Marcouf Light N.W. $\frac{1}{2}$ N., giving a distance of twelve-and-a-half miles from the mark-boat off La Hogue. The Livonia, when she filled off, would lie as high as N.N.W.,

and this she continued to do for twenty minutes, when she broke off to N.b.W., but all the time she and Iona were lifting on Kriemhilda, who, in addition to having a worse wind, was reaching off in the flood tide, which was now sweeping round Cape Barfleur pretty hotly. At eleven o'clock the Liviona had brought the Marcouf Light to bear N.N.W., and the Light on Cape Barfleur W.S.W., giving a distance of six-and-a-half miles from the mark-boat. None of the yachts were at this time visible to the other, but at 11h. 40m. the Kriemhilda and Livonia crossed each other; and the cutter had to go under the schooner's stern, although on the starboard tack, and then under the Iona's. So much for reaching off in the tide.

At 11h. 54m. the Livonia went round for another board on the land, having made out the triangular lights on the mark-boat, bearing W.½N., and she at the time heading north. Here were eight-and-a-half points to fetch the mark in, but the tide on her weather settled her down to leeward; and moreover, the wind broke her off to W.b.S. At twelve o'clock the Kriemhilda, standing out again on the port-tack, passed ahead of her; and the Iona could almost do the same, being close in the wake of Count Batthyany's cutter. But there was a doubt about it, and Pittick shoved his helm down, and stayed under the big schooner's lee. At 12h. 30m. the Livonia and Iona, having broken off to S.W.b.W., went round for the mark-boat, both now having it under their lee bow as they filled away. At 12h. 37m. the Kriemhilda bore up round the mark-boat, and, according to orders, burnt a blue light, the others doing the same; the Livonia at 12h. 45m., Iona at 12h. 48m., and Minotaur 1h. 50m.

The first half of the course, in spite of the frequent changes in the wind, had thus been got over very expeditiously; but the run home did not look like short work. The ebb tide was now beginning to make, and, with a faltering wind, we began to dread that a necessity for kedging might ensue. The Livonia seemed a little uncertain which jibe she should run back on, and, whilst her main boom was swinging backwards and forwards pretty much in charge of everyone on deck, the Iona slipped past her, and had shifted for a balloon topsail and got her spinnaker set before Livonia had got her spinnaker boom out. At length the nautical acumen on board the schooner discovered that with a N.W.b.W. wind and an E.S.E. course it would be proper to run on the port tack, so Livonia's boom was settled down on her starboard quarter, and spinnaker hauled out on the port side. It was slow running, and the darkness of the night soon hid the Iona from those on board the Livonia. All through the night until dawn no more than three knots an hour were

made, and the sun got up in so much splendour after the cloudy night that we began to think of dead calms and sunstrokes. At four o'clock we were almost in the doldrums, and, with every kind of water-sail set, were now making two knots against the still draining ebb. The wind, too, was a little bothering, and gradually getting round to the westward, so that at 4h. 15m. a jibe was necessary, which, without very much assisting the progress of the vessels, helped to relieve the tedium of the match; the Minotaur coming up astern, and bringing more wind with her and the young flood. At six they all had a strong flood under them, but there was nothing much to note; the Iona all through the night had been stealing away from the Livonia, and was now nearly abeam of Kriemhilda. Up to eight o'clock, however, the latter began to draw away again, but at nine she was almost becalmed; by ten the Iona was abeam of her once more, all becalmed. A wind now showed signs of coming out from the north, and presently from that quarter it came, all the yachts letting their booms go over. But there was no heart in the wind, at 10h. 30m. all were becalmed again. Suddenly a light breeze came out from east, and all flattened in sheets and stood in on the land on the port tack. The Kriemhilda reached away from the Iona very fast, and Pittick, finding this, lightened up Iona's sheets and let her rip; she then reached as fast as her big sister, but was of course weathered upon, and anyhow had no chance.

At 11h. 30m. the Kriemhilda went round to the starboard tack, heading about N.E.b.N., the wind having backed to the northward of east. The Iona tacked at 11h. 50m. and came some distance off under the Kriemhilda's lee quarter. The Livonia, with a more northerly wind, was well nigh laying her course E.S.E. but did not look to have so much of it as those ahead had. At twelve o'clock noon, the Kriemhilda hove about again, standing in towards the harbour, two miles to leeward of Cape Le Heve.

At 12h. 15m. the Iona having fetched the Kriemhilda's wake went round after her, both standing in for the harbour, the Iona sagging to leeward. At 12h. 20m. the Kriemhilda went round to the starboard tack, being at the time out on the weather bow of Iona, and heading north-east almost straight for the mark-boat. The Kriemhilda no doubt at this time was the best part of twenty minutes ahead of the Iona, and, bar accidents and flukes, was certain of the prize. The accident held aloof, but an obtrusive fluke entered an appearance; the wind headed the Kriemhilda from N.E.b.E. and broke her off to N.b.E. whilst the Iona on the other tack came up from south east to E.b.S. and had done this

some ten minutes before Kriemhilda broke off. The effect of this was that the Iona got a lift of about ten minutes, and it in fact gave her the prize:

At 12h. 35m. the Kriemhilda went round to stand in for the mark-boat, and at 12h. 40m. Iona did the same a little under Kriemhilda's lee quarter. But Pittick had judged a little better than Downes, who had over-reached a trifle, and had to bear up something, whilst the Iona stood in with just the weight of her canvas, without either nipping or lightening up anything. The Kriemhilda bore up round the markboat at 12h. 54m. and the Iona at 1h. 1m. seven minutes astern, and, as she had to receive seven and three quarter minutes, she won the 2,500f. with something in hand.

There was another prize of 1,500f. and a gold medal for a vessel of another rig, and of course this was a gift for the Livonia. Another 1500f. was taken by the Minotaur; and a little French built schooner that the English yachts passed at four o'clock in the morning, still beating down to Cape La Hogue, got the prize for the first French built vessel.

ROYAL CORK YACHT CLUB REGATTA.

THE annual regatta of this club commenced on July 24th under the most favourable auspices. The day was as beautiful as could be desired, being clear and sunny throughout, while a fresh breeze from the northward tempered what otherwise would be almost excessive heat. For sailing there could be no more desirable weather as far as the early part of the day was concerned, but towards the afternoon the wind complete died away, which of course much interfered with the success of the sailing matches.

The first race was for yachts not exceeding 40 tons, open to all yachts the property of members of royal or foreign clubs. Time race; prize £40. The following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
974	Kilmeny	cutter	30	Capt. Perry	Fife
2685	Xema	cutter	34	W. H. S. Crawford, Esq.	Fife
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
1476	Myosotis	cutter	39	T. G. Freke, Esq.	Ratsey

The course was from the Club Quay round a flag-boat moored off

Cork Head, thence round a flag-boat moored off Poor Head, in the harbour and round the Bar Rock Buoy, and again over the same course, total distance 38 miles.

The preparatory gun was fired at 10h. 55m., and at 11h. punctually three of the four yachts simultaneously slipped their moorings and got away with a nice breeze, the Foxhound did not unfortunately get away for two minutes after the others, owing to a flag-boat being moored right ahead of her. By this time the others were close upon the Spit Light-house, with Xema, which held the weathermost position, leading, Kilmeny second, and Myosotis third. All were, however, well together and looked beautiful as they rounded the Light. Immediately after the Foxhound began to gather way her splendid sailing qualities became apparent, she quickly rounded the Light after the others, and all beat out through the Man-of-war Roads in splendid style, the breeze momentarily freshening. The Xema led the lot out with the Myosotis second, and next came the Foxhound and Kilmeny. When outside the Myosotis took the lead, and the Foxhound, successively passing the Kilmeny and Xema, ran into the second place. After rounding the Western flag-boat the yachts stood in for the harbour, some of them setting jib-top-sails and others spinnakers. They had a fine run in, and they rounded the Bar Rock Buoy at the following times:—Myosotis 2h. 5m. 55s., Foxhound 2h. 9m. 22s., Kilmeny 2h. 10m. 9s., Xema 2h. 14m. 29s.

The jib-topsails and spinnakers were changed for working jibs on the beat out for the second round of the course. There was no material change in the relative positions of the yachts until passing Rochespoint for the Western flag-boat, when the Foxhound passed the Myosotis, and from then it was evident the race was hers. The Kilmeny on the run round began to do much better than before, and took the second place, with the Myosotis next, and the Xema last. They held on thus until their arrival opposite the Club Quay, when they were timed as follows:—

	h. m. s.		h. m. s.		h. m. s.
Foxhound	5 50 12	Kilmeny	5 57 47	Myosotis	5 59 49

The Xema was not timed, as she gave up. The Foxhound won the prize, but a protest was lodged by the Kilmeny, which was decided by the Stewards to be valid, and therefore awarded the Kilmeny the prize.

The second race was for yachts not exceeding 80 tons (time race), for yachts the same as in the former race. Prize £50. The course was the same as previous race.

There were but two yachts entered for this struggle—Marinetta, 49 tons, J. C. Atkins, Esq.; Fiona, 78 tons, E. Boutcher, Esq.

The Fiona held the weathermost berth, and though on the starting

gun being fired the *Marinetta* slipped away on the instant, the *Fiona* shot ahead of her before a minute had elapsed, and was leading by a long way going out of the harbour. The *Marinetta* when near the Eastern flag-boat, carried away her spinnaker and had to give up. The *Fiona* held on the course, and after coming in and rounding the Bar Rock Buoy she went away on the second round, but when outside she was becalmed, the wind having completely died away, and she did not arrive in time to claim the prize. The committee decided that the two yachts should sail for it next the day with the race for £70, if the *Fiona* or *Marinetta* won to be entitled to both prizes.

The third race was for yachts not exceeding 15 tons; time race; prize £10. The following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1390	<i>Midge</i>	cutter	13	Capt. Stanley	Atkinson Ratsey
	<i>Ænone</i>	cutter	15	M. Dunne, Esq.	
721	<i>Geraldine</i>	sloop	9	R. U. P. Fitzgerald, Esq.	
2694	<i>Zuffa</i>	cutter	10	A. Hargrave, Esq.	
2643	<i>Zampa</i>	cutter	8	R. H. O'Byrne, Esq.	
	<i>Zephyr</i>	cutter	14	J. Dawson, Esq.	

All got away in beautiful order, the *Zuffa* leading. Next came the *Zampa* with the *Midge*, the rest together slightly in her wake. Their course lay round the Bar Rock Buoy, out of the harbour, and round Daunt's Rock, and then in again, winning opposite the club battery. The *Zuffa* was the first round the Bar Rock Buoy, but on the beat out through the Man-of-war Roads, the *Geraldine* weathered her. These two and the *Midge* ran out almost together. In the beat down to Daunt's Rock, the *Zephyr* ran into the second place, with the *Ænone* third; and next came the *Geraldine*, *Zampa*, and *Midge*. They had a fine run for part of the course in from Daunt's Rock, but approaching the harbour the wind became very light. However, when inside the Forts, the yachts found a nice sailing breeze, and they arrived opposite the club battery, the *Zuffa* winning at:—

	h. m. s.		h. m. s.		h. m. s.
<i>Zuffa</i>	5 14 0	<i>Ænone</i>	5 40 57	<i>Zampa</i>	5 55 22
<i>Zephyr</i>	5 15 42	<i>Geraldine</i>	5 42 53		

Second Day—July 25th.—Although the day was an enjoyable one it was not quite suited for yacht racing, owing to the almost total absence of wind. Up to nearly mid-day there was little or no wind, and the yachts as they went out merely did so in drifting pace; but on the flood tide there was a fine breeze, and as a consequence some excellent running on the finish of the races.

The first race was for yachts not exceeding 25 tons, open to all yachts the property of members of royal or foreign yacht clubs; time race; first yacht £20. There were but two entries for the race, the Kilmeny, 30 tons, Capt. Perry; Vectis, 20 tons, J. Carbery, Esq.

The course for them was from opposite the club battery round the Eastern flag-boat moored off Poor Head, thence in the harbour rounding the Bar Rock Buoy, and again over the same course. When the yachts started at 11h. there was little more than a gentle breeze, and the boats almost drifted on the ebb tide to the Spit Light. The Kilmeny took a decided lead, but so light was the wind that the yachts merely crawled out of the harbour. When the Kilmeny passed out the Vectis was half-a-mile astern. After rounding the Eastern flag-boat the yachts again stood in for the harbour, the Kilmeny without her topmast. She still held a long lead, the timing round the Bar Rock Buoy being:—Kilmeny 3h. 5m. 0s., Vectis 3h. 16m. 0s.

The yachts then stood out on the second round of the course, and fortunately had more wind than before. There was little change in their positions on the run round, and they arrived opposite the club battery at the following times:—

	h. m. s.		h. m. s.
Kilmeny	5 48 32	Vectis	6 1 45

The Kilmeny winning the prize.

The second race took place at 12h. and was open to yachts of all classes belonging to members of royal or foreign yacht clubs. Time race; prize £70. The following yachts competed:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
697	Garrison	cutter	98	T. Houldsworth, Esq.	Steele
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
1805	Marinetta	cutter	49	J. C. Atkins, Esq.	Payne
1590	Oimara	cutter	159	J. Wylie, Esq.	Steele
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife

The course was the same as that of the previous day for the large yachts, and when the starting gun was fired it was almost a dead calm. All the yachts except the Garrison were moored with their heads down stream, but she being close to the bank and amongst a lot of boats had to lie with her bow up the stream. This led to much delay in her getting away. The Fiona, which had the weathermost position, was the first to get away. She and the Oimara, which was next her, ran up spinnakers as jibs, while the others had jib-topsails. The Fiona was

well off and going down with the stream 'ere the Garrion had got round. She, and indeed, the entire of the boats were merely drifting until they got opposite Kitchen Cove, out of which they got a nice breeze. The Fiona was the first to feel it, and she forged rapidly ahead followed by the Foxhound. The yachts rounded the Spit Light in the following order—Fiona leading, and then the Foxhound, Oimara, Marinetta, and Garrion. The slightly freshened breeze continued with them in their run out through the Man-of-War Roads, and with the strong ebb-tide they bowled along very well. On the entire run outside the Fiona held the lead, and the Garrion took the second place, with Oimara third, and next the Marinetta and Foxhound. Their turning, when rounding the Bar Rock Buoy, after the first round of the course, was as follows :— Fiona 3h. 29m. 24s., Garrion 3h. 39m. 29s., Oimara 3h. 41m. 20s., Marinetta 3h. 42m. 0s.

The Foxhound was not timed. With a nice breeze on the flood tide the yachts put out again, the Fiona appearing to increase her lead. When outside the wind freshened from the north-east, and for about the first time during the day the yachts had an opportunity of showing their sailing qualities. Though the breeze was a nice one for the smaller craft, it was utterly inadequate for the large yachts, and the Oimara, the largest of all, at times looked sluggish, great racer though she is, while her lighter competitors were going well. The wind increased as the flood tide rose, and there was a fine race back to the harbour. The yachts arrived at the following times :—

	h. m. s.		h. m. s.		h. m. s.
Fiona	6 24 54	Oimara	6 33 22	Garrion	6 36 53

The others were not timed. The Fiona therefore wins the prize of £70 as also the £50 prize of the previous day.

The third race was for yachts not exceeding 14 tons, time race; prize £10. The following started :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1390	Midge	cutter	13	Capt. Stanley	Atkinson Ratsey
721	Geraldine	sloop	9	R. U. P. Fitzgerald, Esq.	
2694	Zuffa	cutter	10	A. Hargrave, Esq.	
2643	Zampa	cutter	8	R. H. O'Bryen, Esq.	

The course for these yachts was round Daunt's Rock. They started almost a dead calm, but after rounding the Spit they were favoured with a light breeze. The Midge was leading with the Zuffa well on her weather quarter, and next came the Geraldine and Zampa. When

outside the Geraldine went into the foremost place, and on the race back there was a very close contest between her and the Zuffa. Coming in the harbour, and on the run up for the Club Quay both yachts were bow and bow together, but a strong puff of wind coming off the shore, the Geraldine shot ahead and won the prize. The yachts were timed on the arrival opposite the Club Quay as follows:—

	h. m. s.		h. m. s.		h. m. s.
Geraldine	5 39 55	Zuffa	5 40 30	Midge	5 40 40

The Zampa gave up the race.

On each day there were several rowing matches, and in the evening of the second day a Ball was held at the Queen's Hotel, which was largely attended.

ROYAL YACHT SQUADRON REGATTA.

THE aquatic festival of this club commenced on Tuesday, August 6th, there being a large assembly of yachts, including the yacht Victoria and Albert, as also the American schooner Sappho, which it was hoped would contend in some of the matches. The American fleet arrived from Southampton waters and anchored in the Roads, consisting of the Wabash, Capt. Temple; Brooklyn, Capt. Boynton; Congress, Capt. Sherfeldt; Plymouth, Capt. Bruse; Shenandoah, Capt. Wells; and the Wachusett, Lieut. Com. Swan (this vessel was formerly called the Kearsage, and destroyed the Alabama), forming altogether a very pretty sight.

First Day—Tuesday, August 6th.—For the match for Her Majesty's Plate to be sailed for by cutters and schooners, the following entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
	Shamrock	schooner	299	Sir E. Sullivan	
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
806	Harlequin	schooner	102	Col. Markham	Ratsey
85	Arrow.....	cutter	94	T. Chamberlayne, Esq.	Owner
2013	Shark	schooner	201	Duke of Rutland	Wanhill
982	Kriemhilda	cutter	105	Count Batthyany	Ratsey
379	Day Dream	yawl	89	Col. Loyd	Ratsey
952	Juliet	yawl	75	Capt. Stirling	Hansen

The Foxhound entered, but did not start.

Course: From the R.Y.S. Castle round the Nah, passing to the southward of the Brambles, then round a flag-boat moored between Lymington Spit Buoy and Hurst Castle, and winning between the flag-boat and the Castle flag-staff, keeping outside all the buoys on the shoals except

the Prince Consort, Middle and Stourbridge, and leaving the flag-boat off Lymington on the starboard hand. The time allowance was according to the subjoined scale:—

Shamrock allows Shark 9m. 56s., Kriemhilda 13m. 24s., Arrow 16m. 5s., Egeria 16m. 55s., Day Dream 20m. 2s., Juliet 24m. 17s., Harlequin 27m. 0s.

Shark allows Kriemhilda 3m. 28s., Arrow 6m. 9s., Egeria 6m. 59s., Day Dream 10m. 6s., Juliet 11m. 21s., Harlequin 17m. 4s.

Kriemhilda allows Arrow 2m. 41s., Egeria 3m. 31s., Day Dream 6m. 38s., Juliet 10m. 53s., Harlequin 13m. 36s.

Arrow allows Egeria 0m. 50s., Day Dream 3m. 57s., Juliet 8m. 12s., Harlequin 10m. 15s.

Egeria allows Day Dream 3m. 7s., Juliet 7m. 22s., Harlequin 10m. 5s.

Day Dream allows Juliet 4m. 15s., Harlequin 6m. 58s.

Juliet allows Harlequin 2m. 43s.

The wind at starting was W.S.W., a pretty fresh breeze, but uncertain in direction and strength, and with a tendency to draw out more from the westward as the day advanced. This state of things was dead against the cutters, it being all reaching and running, with the exception of a short turn to windward from Cowes to the extreme western mark-boat off Lymington; indeed, from the outset it was tolerably evident that, bar accident, the prize must fall to the Egeria, who, if the day had been made to order, could scarcely have had weather more to her liking—a good breeze, smooth water, and plenty of reaching.

The starting signal was given at ten o'clock, and all cast to port, and were soon reaching merrily along on the starboard tack through Cowes Roads, Harlequin showing the way round Old Castle Point, with Kriemhilda and Arrow in close company. The Egeria and Shamrock, the latter of which made her maiden essay as a racer on this occasion, came next, nearly beam and beam, Day Dream, Shark, and Juliet forming the rear division. Off Osborne Kriemhilda and Arrow ranged up abeam of the Harlequin, and the latter and the Arrow forthwith commenced a little jockeying game, with what object it was not easy to understand, at any rate so far as the old cutter was concerned. Nearing the Quarantine ground the wind freshened a little, and the Egeria reached past the Harlequin, Arrow, and Kriemhilda to leeward, and became the leading vessel, and the Shamrock shortly afterwards ranged up on the Kriemhilda's weather, and followed in the wake of the Egeria. With the freshening breeze the yachts made short miles of it, the leaders bringing Ryde Pier abeam at 10h. 36m., the Egeria at this point leading by about two cables' lengths, Shamrock being second, about half that distance ahead of Kriemhilda. The Harlequin was fourth, close on the latter's port quarter, with Arrow in her wake, and Shark, about a quarter of a mile astern, followed at a respectful distance by the two

yawls. The leaders breasted the Noman as follows:—Egeria 10h. 47m. 30s., Shamrock 10h. 49m. 20s., Kriemhilda 10h. 50m. 50s., Harlequin 10h. 50m. 5s., Arrow 10h. 52m. 0s.

The other three were about a quarter of a mile astern, the Shark having carried away her fore-topmast between Ryde Pier and the Fort. The above order was maintained without any noteworthy change to the Nab, just before reaching which the cutters shifted big working topsails for jib-headers, and all jibed round the light-ship at—Egeria 11h. 13m. 0s., Shamrock 11h. 13m. 55s., Kriemhilda 11h. 15m. 35s., Harlequin 11h. 17m. 50s., Arrow 11h. 19m. 10s., Shark 11h. 19m. 40s.

The yawls followed some five or six minutes later. From the Nab it was a long reach on the port tack to the Warner, nearing which the wind drew out more from the westward, and all were soon close hauled. Passing to leeward of the Noman they were timed:—Egeria 11h. 39m. 36s., Shamrock 11h. 40m. 0s., Kriemhilda 11h. 41m. 40s., Harlequin 11h. 44m. 40s., Arrow 11h. 45m. 5s., Shark 11h. 45m. 40s.

Off Ryde they found the breeze fresher, and the Egeria, having got down her fore-topsail some time before, now housed her fore-topmast and shifted her big main-topsail for a jib-header. She did not benefit by the change, however, as off the Quarantine hulk Kriemhilda was unmistakably weathering on both her and Shamrock, and midway through Osborne Bay, Sir E. Sullivan's big schooner reached through the Egeria's lee, and became the leading vessel. Entering Cowes Roads they found the breeze still more westerly, but all held on the same reach until off Lepe, where the Egeria was the first to break her tack, and made a short board to the southward, having been unluckily put about by the American schooner Sappho. The *contretemps* was, however, obviously the result of a pure accident, as the Sappho was at the time hove-to, and unable to stay, and the Egeria, in order to avoid running aboard of her, was compelled to go about. About ten minutes later Shamrock also went about, followed in turn by Kriemhilda and Arrow. In beating to windward, however, by a long leg and a short one, with a weather tide, the schooners showed themselves to be almost as weatherly as the cutters, and it was quite clear that in such weather the latter were far too heavily handicapped by the time scale.

Off Newtown, Shamrock struck her main-topsail and main-topmast-staysail, the latter of which she had carried in the beat to windward right through from Lepe, and shortly afterwards she and Egeria met on opposite tacks, and Mr. Mulholland's schooner being on the wrong tack had to bear up. This put Shamrock the leading vessel, and a couple more boards—four in all—enabled the yachts to fetch the western mark-

boat off Lymington, round which they tacked at:—Shamrock 1h. 25m. 10s., Egeria 1h. 26m. 5s., Kriemhilda 1h. 27m. 20s., Arrow 1h. 31m. 10s., Shark 1h. 31m. 30s., Harlequin 1h. 41m. 40s., Day Dream 1h. 51m. 0s., Juliet 1h. 51m. 40s.

Directly they were round sheets were eased off, and booms were got over to port for the run home to Cowes, big topsail and balloon jibs being in general requisition, in addition to which the Egeria set an enormous spinnaker to starboard from her fore-topmast. The Shamrock having no sail of this description set a jib-topsail, and the Kriemhilda and Arrow also ran up jib-topsails. The run home to the eastward presented no noteworthy feature, with the exception that the Egeria, thanks to her huge spinnaker, which pulled her along in rare style, ran by the Shamrock off Newtown, and once more led the whole fleet. Ultimately the yachts reached the mark-boat off the Castle, and concluded the fastest match on record over the Old Queen's Course in the following order and time:—

	h. m. s.		h. m. s.		h. m. s.
Egeria	2 27 0	Arrow	2 40 16	Day Dream.....	3 0 47
Shamrock	2 32 11	Shark	2 49 46	Juliet	3 7 27
Kriemhilda.....	2 37 0	Harlequin	2 49 46		

The Egeria thus won the prize without time, being the third time she has won Her Majesty's gift out of the five she has sailed, and only lost the other two by about a minute.

Second Day.—Wednesday, August 7th, was devoted to the race for the R.Y.S. prize, open to cutters above 30 tons belonging to any royal yacht club. First prize £75, second prize £25, for the first and second vessels by time allowance. Once round the Old Queen's Course. The following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
85	Arrow.....	cutter	94	T. Chamberlayne, Esq.	Owner
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
697	Garrion	cutter	99	T. Houldsworth, Esq.	Steele
906	Iona.....	cutter	62	J. Ashbury, Esq.	Ratsey
1567	Norman	cutter	40	Major W. Ewing	
982	Kriemhilda.....	cutter	105	Count Batthyany	Ratsey

The time allowance was as under:—

Kriemhilda allows Garrion 1m. 38s., Arrow 2m. 55s., Fiona 7m. 33s. Iona 13m. 39s., Vanguard 14m. 4s., Banshee 17m. 36s., Norman 24m. 5s., Foxhound 26m. 40s.

Garrison allows Arrow 1m. 17s., Fiona 5m. 55s., Iona 12m. 1s., Vanguard 12m. 26s., Norman 22m. 27s.

Arrow allows Fiona 4m. 38s., Iona 10m. 44s., Vanguard 11m. 9s., Norman 21m. 45s.

Fiona allows Iona 6m. 6s., Vanguard 6m. 31s., Norman 16m. 32s.

Iona allows Vanguard 0m. 25s., Norman 10m. 26s.

Vanguard allows Norman 10m. 1s.

The wind was from south-east, inclined to the southern quarter, and the weather squally in the forenoon. Towards noon several thunder showers passed over the town, and the afternoon became delightful. In truth there was a splendid breeze from the southward and westward.

The start was preceded by the usual preparatory signals of five minutes, and at 10h. a.m., amidst a smart downfall on the last quarter flood the starting gun was fired, and the yachts all canted to port, the course having been signalled, as on the previous day, to the eastward. In addition to plain lower canvas large working topsails were set all round for a beat out to the Nab, with the exception of the Fiona, which set up a jib-header. The Iona was the first to draw out of the ruck, followed by the Kriemhilda and Vanguard, but about half-a-mile to the eastward of the Old Castle Point, Mr. Ashbury's cutter came to grief, her topsail yard parting in the slings, and she fell astern of both the Vanguard and Kriemhilda, the former of which came out with the lead at the next board, but she did not long maintain her position, as midway through Osborne Bay she was weathered by Count Batthyany's fine cutter, and the old Arrow also rapidly fore-reached and weathered on her.

Off the Quarantine ground a squall caught the leaders, and amid a deluge of rain that fell, it was almost impossible to make out for several minutes the positions of the competing craft. To make matters worse, as the rain cleared off, the wind, after a momentary lull, appeared to come from all points between south-east and south-west. First one and then the other got a favourable puff, while others, do what they would, were, with provoking persistency, invariably left out in the cold, no matter from what quarter the puff came. Prominent among the unlucky ones was Count Batthyany's Kriemhilda, who, for a considerable time, lay almost completely becalmed under the island shore, and those on board of her had the mortification of seeing the Iona and Vanguard, the former of which had now shifted her jib-header for a balloon topsail, heeling over to a fine fresh breeze a mile away, and tearing along like race horses for the Nab. A little later the Garrison, to the northward, got a free puff, and standing in on the port tack, also headed the unlucky Kriemhilda. Everything, however, comes to him

who can wait, and after another tearing squall the breeze came out true and steady from the south-west, and the Arrow, Fiona, and Kriemhilda being the first to get the new wind, speedily found themselves on good terms with the leading division, and Count Batthyany's cutter, as they neared the Nab, reached past the Iona to windward with the Fiona in her wake, and took second place, a couple of lengths astern of the Arrow. The leading vessels maintained the same relative positions to the light-ship, round which all jibed in turn as follows:—Arrow 12h. 20m. 10s., Kriemhilda 12h. 21m. 20s., Fiona 12h. 22m. 5s., Iona 12h. 22m. 10s., Norman 12h. 24m. 0s., Vanguard 12h. 24m. 40s., Garrion 12h. 24m. 45s.

After rounding all reached the port tack to the Norman, whence they could just lay their course close-hauled for Cowes, the wind coming out every moment more westerly, and breaking them off in turn. They were timed at the Norman as follows:—Arrow 12h. 46m. 0s., Kriemhilda 12h. 48m. 0s., Fiona 12h. 50m. 5s., Iona 12h. 51m. 0s., Garrion 12h. 52m. 45s., Norman 12h. 52m. 55s., Vanguard 12h. 53m. 20s.

They held on their reach until midway through Cowes Roads, when the wind drew out W.S.W., and the Arrow went about, and fetched in close under the R.Y.S. Castle, but the Kriemhilda held on somewhat longer, and did not stand in until nearly abreast of Egypt. As they opened the Western Channel the rear division struck their topsails one after the other, and worked down to the westward under plain lower canvas, but the two leaders kept their topsail standing right through to the mark-boat off Lymington. The leaders fetched round in the following order:—Arrow 2h. 46m. 0s., Kriemhilda 2h. 47m. 48s., Iona 2h. 55m. 20s., Garrion 2h. 55m. 30s., Vanguard 2h. 57m. 0s., Norman 3h. 3m. 40s.

After rounding, spinnakers were set all round, and every description of light canvas was piled up for the run home, and after a stern chase of some three miles over the ebb, the Kriemhilda, reeling off upwards of ten knots, managed to overhaul the tough old Arrow, and once more became the leading vessel, and the Vanguard ran both the Garrion and Iona. With these exception the positions above indicated remained unchanged, and the flag-boat of the Castle was passed, and the race concluded at:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Kriemhilda.....	3	57	8	Garrion	4	9	25	Norman	4	14	35
Arrow.....	4	0	8	Iona.....	4	9	27	Fiona	4	14	48
Vanguard	4	9	25								

Norman won the first prize by time, and the Vanguard took the second. The finish between the Garrion, Vanguard, and Iona was

extremely close, the two first named making a dead heat of it, while the Iona came on only two seconds astern of them.

The annual dinner was held at the Castle in the evening, when about sixty members and friends attended. Amongst the guests were H.R.H. the Prince of Wales, H.R.H. Prince Arthur, Duke of Teck; the Commodore and several officers of the American fleet; Commodore the Earl of Wilton, Vice-commodore the Marquis of Conyngham, &c. The band and pipers of the 79th Regiment performed a selection of music on the battery during the evening.

Third Day—Thursday, August 8th.—The Town Cup, a piece of plate, value £100, presented by the inhabitants of the town of Cowes; open to all yachts of not less than 30 tons belonging to any royal yacht club; yawls to have half their tonnage added, and cutters to have two-third of their tonnage added; Queen's Course, time race; R.Y.S. scale; to start from stations off the R.Y.S. Castle, round the Warner, pass to the southward of the Brambles (between the Shoal and Cowes), then round a flag-boat moored to the westward of Lepe Buoy, back through Cowes Roads, keeping outside all the buoys on the shoals (Peel included) except the middle, Sturbridge, and Prince Consort, leaving the Warner and flag-boat of Lepe on the port hand; twice round, winning between the flag-boat and Castle flag-staff. The entries were as follows:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rtg.	Tons.	Owners.	Builders.
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
1567	Norman	cutter	40	Major W. Ewing	Ratsey
135	Banshee	cutter	52	A. Dunbar, Esq.	
85	Arrow.....	cutter	94	T. Chamberlayne, Esq.	Owner
806	Harlequin	schooner	102	Col. Markham	Ratsey
91	Astarte	yawl	74	D. H. Macfarlane, Esq.	Day & Co.
697	Garrion	cutter	99	T. Houldsworth, Esq.	Steele
1638	Pantomime	schooner	145	F. Starkey, Esq.	Ratsey
369	Dauntless	yawl	162	F. Willan, Esq.	Harvey
298	Corisande	yawl	141	J. Richardson, Esq.	Ratsey
2013	Shark	schooner	201	Duke of Rutland	Wanhill
1097	Livonia	schooner	265	J. Ashbury, Esq.	Ratsey
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
982	Kriemhilda	cutter	105	Count Batthyany	Ratsey
673	Foxhound	cutter	36	Marquis of Ailsa	Fife

The time allowance was according to the following scale:—

Corisande allows Shark 1m. 18s., Kriemhilda 4m. 46s., Garrion 6m. 14s., Arrow 7m. 27s., Egeria 8m. 17s. Pantomime 9m. 27s., Fiona 12m. 9s., Harlequin 18m. 22s. Vanguard 18m. 52s., Banshee 22m. 15s., Norman 28m. 48s.

The signal was given at 10h. 30m. a.m., and all cast to starboard, and were soon bowling along merrily before the wind on the back of an east-going tide, with booms right over their starboard quarters. The wind was about W.N.W. at starting, a nice whole sail breeze, and as it held true in direction all day, the yachts had a dead run to the Warner, and a dead hammer back to Lepe. The Arrow led through Cowes Roads, with the Egeria drawing up on her starboard quarter, the Norman, Kriemhilda, and Banshee being next, the others in a cluster some little distance astern. Balloon-topsails and jib-topsails were in general requisition, and as they neared Osborne spinnaker booms were rigged out to port, and spinnakers run up. Between Osborne and Ryde, the Egeria, Kriemhilda, and Pantomime passed the Arrow, and the Vanguard drew close upon the latter's quarter, the order of the leading vessels off Ryde pierhead being:—Egeria, Kriemhilda, Pantomime, Arrow, Vanguard, and Norman; next to these came the Garrion, Corisande, and Harlequin, with the rest in close company. After passing the Norman all jibed to port, with the exception of the Egeria, who carried her boom over her starboard quarter right down to the Warner, and hauled her wind to round. The others jibed round the light-ship, and were timed:—Egeria 11h. 27m. 25s., Kriemhilda 11h. 30m. 0s., Pantomime 11h. 31m. 20s., Arrow 11h. 31m. 55s., Corisande 11h. 32m. 25s., Vanguard 11h. 32m. 35s., Norman 11h. 34m. 20s., Garrion 11h. 34m. 20s., Fiona 11h. 35m. 0s., Shark 11h. 36m. 5s., Banshee 11h. 36m. 20s., Harlequin 11h. 36m. 25s., Astarte 11h. 37m. 25s.

After rounding it was a dead poke to windward to the Western mark-boat, and at the second board the Kriemhilda, doing wonderfully well in the strong breeze, weathered the Egeria, and the Arrow shortly afterwards winded Mr. Mulholland's schooner, who certainly seemed to come in for more than her share of bad luck, the wind heading her in a most aggravating manner every time she went about. After passing the Norman the Egeria, Kriemhilda, Pantomime, Arrow, Shark—the last-named having carried away her fore-topmast directly she commenced the turn to windward—and several others stood over towards the mainland; while another division worked by short boards under the Island shore, with the first of the ebb under them. Midway through Stokes Bay the Pantomime came out to windward of Count Batthyany's cutter, but the next time they went about close under the mainland the Kriemhilda again weathered her. The Pantomime, however, held her position as the leading schooner right through Cowes Roads, but between the Castle and the Lepe she appeared to be sailed somewhat carelessly, and was weathered by several of the cutters, and the Egeria, at one time a

long way to leeward of her, picked her up considerably. The leaders rounded the Western mark-boat at:—Kriemhilda 1h. 31m. 30m., Arrow 1h. 32m. 40s., Vanguard 1h. 34m. 50s., Fiona 1h. 36m. 30s., Garrion 1h. 36m. 50s., Corisande 1h. 37m. 15s., Pantomime 1h. 37m. 35s., Egeria 1h. 38m. 15s., Norman 1h. 44m. 0s., Banshee 1h. 44m. 30s., Shark 1h. 47m. 0s.

Directly they were round booms were flared right off to starboard, and spinnakers got out on the port hand, and the whole fleet came tearing along before the wind close under the Island for the flag-boat off the Castle, the Kriemhilda leading the Arrow by some four or five cables' lengths. Rather more than that distance astern of Mr. Chamberlayne's cutter came the Corisande, Garrion, Pantomime, Fiona, and Egeria, all so close in a cluster that you might have covered the lot with the Oimara's mainsail. The only wonder was how they managed to avoid getting aboard of each other; indeed it was evident that something of the kind had occurred, as the Garrion had hoisted an ensign in her rigging, but the nature of the protest did not transpire. The leaders concluded the first round off the Castle thus:—Kriemhilda 1h. 55m. 16s., Arrow 1h. 56m. 47s., Vangurd 2h. 0m. 50s., Egeria 2h. 3m. 10s., Corisande 2h. 3m. 12s., Garrion 2h. 3m. 37s., Pantomime 2h. 3m. 37s., Fiona 2h. 3m. 37s., Norman 2h. 8m. 30s., Banshee 2h. 10m. 0s., Shark 2h. 22m. 52s., Harlequin 2h. 27m. 32s.

Directly after passing the Castle the Arrow appeared to get foul of some moorings, as she hung perfectly motionless for upwards of half-a-minute, and the Pantomime's spinnaker boom caught the topmast stay of a little yawl that was lying at anchor off the Parade, and brought her topmast down with a run.

The run to the eastward presented no noteworthy features of interest, the first half dozen holding down to the Warner pretty nearly the same relative positions as off Cowes. They jibed round the Warner light-ship the second time as follows:—Kriemhilda 3h. 11m. 10s., Arrow 3h. 14m. 15s., Vanguard 3h. 29m. 10s., Egeria 3h. 29m. 35s., Corisande 3h. 33m. 0s., Garrion 3h. 33m. 10s., Fiona 3h. 38m. 20s., Norman 3h. 39m. 0s., Pantomime 3h. 41m. 0s., Banshee 3h. 44m. 40s.

The second beat to the westward was practically a match between the two leaders, all the others being hopelessly out of it, but it was evidently the Kriemhilda's day, as she continued to slip further away from the old Arrow at every board, in a truly surprising manner, considering the tough fight Mr. Chamberlayne's veteran had made with her in the cutter race on the previous day.

With the exception of the Arrow, there was nothing near the Kriem-

hilda, the next lot, consisting of the Corisande, Fiona, and Vanguard, being fully two miles to the leeward of her as she worked through Cowes Roads for the last time. They jibed round the Lepe mark-boat as follows:—Kriemhilda 5h. 5m. 0s., Arrow 5h. 11m. 55s., Corisande 5h. 34m. 30s., Fiona 5h. 34m. 55s., Vanguard 5h. 36m. 35s., Garrion 5h. 37m. 20s., Egeria 5h. 42m. 45s. None of the others rounded.

While the Corisande was in the act of rounding, the Fiona, close under her port quarter, made an attempt to cut her out, but was unable to fetch the mark, and in order to avoid running aboard of the flag-boat had to bear up. This brought her bowsprit end smack into the yawl, and the collision took the spar out, as an old salt emphatically put it, "clean as picking a whelk." A short run home before the wind brought the yachts abreast of the Castle, the Kriemhilda holding her own well, and coming in a long distance ahead of the Arrow. We append the official time of the finish:—

	h. m. s.		h. m. s.		h. m. s.
Kriemhilda.....	5 20 10	Garrion	6 2 35	Fiona	6 8 21
Arrow	5 33 40	Vanguard	6 3 26	Egeria	6 8 25
Corisande	5 58 0				

The Kriemhilda thus achieved the double triumph of coming in first and winning the cup with a good deal to spare, notwithstanding that she had to give time to all her antagonists, with the exception of the Shark and Corisande. Count Batthyany, who is one of the most sterling and thorough-going yachtsmen afloat, was warmly congratulated on the success of his new cutter, whose performances during the past week cannot fail to enhance the reputation of Ratsey as a builder of racing craft. She was sailed by Woods, who formerly had charge of the Egeria, and more recently of the Livonia, who handled her admirably.

As the Corisande luffed up after passing the flag-boat off the Castle she carried away her topmast, and a little later the old Shark came into the harbour minus both her topmasts, making the third she has carried away in three days.

H.R.H. the Prince of Wales was one of the party on board the old Arrow in this match, and Prince Arthur sailed in the Kriemhilda. The Prince of Wales was also on board the Arrow on Tuesday.

Fourth Day.—Friday, August 9th.—The match for the Challenge Cup presented by H.R.H. the Prince of Wales was started this afternoon. The race was open to all American and British schooners and yawls of 100 tons and upwards, yawls to have half their tonnage added. Thames measurement, with a time allowance of 12 seconds per ton. No restriction as to hands, canvas, or boats. The entries were as follows:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
40	Aline	schooner	215	R. Sutton, Esq.	Nicholson
793	Gwendolin	schooner	198	Major W. Ewing	Nicholson
806	Harlequin	schooner	102	Col. Markham	Ratsey
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
369	Dauntless	yawl	162	F. Willan, Esq.	Harvey
1097	Livonia	schooner	265	J. Ashbury, Esq.	Ratsey

Some disappointment was felt when it became known that from illness of the skipper of the *Sappho* she would not start, neither did *Corisande*, both of which were entered.

The course was from Cowes, round the light-vessel on the Shambles and back, passing to the southward of the Isle of Wight, round the Nab, leaving both light-vessels on the port hand, and winning between Cowes Castle and a flag-boat moored in the roads, keeping outside all the buoys and marks on the shoals, extending from the Island shore, Peel and Princessa included, except the Prince Consort, Middle, and Stourbridge.

Time allowances :—

Livonia allows *Dauntless* 4m. 24s., *Aline* 10m. 0s., *Corisande* 10m. 36s., *Gwendolin* 14m. 36s., *Egeria* 22m. 36s., *Harlequin* 32m. 36s.

Dauntless allows *Aline* 5m. 36s., *Corisande* 6m. 12s., *Gwendolin* 10m. 12s., *Egeria* 18m. 12s., *Harlequin* 28m. 12s.

Aline allows *Corisande* 0m. 36s. *Gwendolin* 4m. 36s., *Egeria* 12m. 36s., *Harlequin* 22m. 36s.

Corisande allows *Gwendolin* 4m. 0s., *Egeria* 12m. 0s., *Harlequin* 22m. 0s.

Gwendolin allows *Egeria* 8m. 0s., *Harlequin* 18m. 0s.

Egeria allows *Harlequin* 10m. 0s.

At 2h. p.m. the start was effected, it being then about high water, with a fresh breeze from the S.S.W., and the whole of the ebb tide before them in their favour.

The *Egeria* and *Gwendolin*, were the first to get away. The *Aline* and *Livonia* made a reach to the northward, then went about and laid their course down the West Channel on the port tack breeze freshening as they proceeded onward. Off Hampstead, where the *Livonia* had weathered on *Aline*, and *Gwendolin* came close up to *Egeria*, but at the Ledge Buoy held a good weatherly berth. *Gwendolin*, after passing Hurst, finding the breeze a trifle lighter, sent up fore-topsail, the others jib-headers. At 4h. p.m. a rattling ebb was heaving them bodily to windward through the Needles passage, and Mr. Ashbury's schooner came close up to *Dauntless* and *Gwendolin*, both tacking in her wind, but the *Dauntless* on each occasion too slow to give *Livonia* a proper

shake off. After getting clear of the Shingles appearances were in favour—or, disfavour perhaps—of having a dead beat to the light-ship on the Shambles; and at this game Egeria and Gwendolin upon the port tack, heading for Durleston, fought out a tough battle. The Aline, after getting clear outside, came up in a surprising manner on Livonia's weather beam, the Dauntless at 4h. 15m. followed with Egeria, although every moment each on the port tack was coming up to her course, it was 4h. 20m. when Egeria crossed Gwendolin's and Livonia's bows, but she soon after came round on the same tack, and these three then headed for St. Albans, and five minutes after by a southing of the wind, they were looking well their course, $W.\frac{1}{2}N.$ for the Shambles.

At 5h. 45m. St. Albans was on the beam, and soon after balloon stay-sails were set, the wind continuing too free until sheets were well checked. At 6h. p.m. the wind had hardened into a fine leading breeze, jib-top-sails were tried all round, and when clear of the race the Livonia reached through Egeria's lee and became second vessel; Gwendolin, however, held her lead by a few lengths, giving Livonia full benefit of the wash from her heavy quarters. They raced with tide and leading wind from Durleston to the Shambles, the times of rounding was :—Gwendolin 6h. 33m. 35s., Livonia 6h. 34m. 40s., Egeria 6h. 39m. 10s., Aline 6h. 42m. 40s., Dauntless 6h. 47m. 0s.

A long shoot by Gwendolin, which Spencer in the Livonia, with the crew he had, was unable to take advantage of, gave the former the weather-guage, St. Katharine's bearing $E.b.S.\frac{1}{2}S.$ from the Shambles, distant 42 miles. This, with a $S.b.E.$ wind, brought them on a taut bowline, just looking up their course. Gwendolin for thirty minutes hung on Livonia's weather beam, but above Lulworth got clear through, after which by keeping ramp full she at eight bells had Gwendolin fine on her starboard-quarter, the latter screwing up to windward of her course, and Aline more so, Dauntless being dropped fast to the rear. Between St. Albans and Durleston, at 8h. 15m., a bank of curiously cast dark clouds in the southward sent down a regular volley, which brought Livonia's head well to windward of her course, and Gwendolin's two points free.

At 9h. p.m. the Needles were on the port bow of Livonia, and St. Katharine's sighted right ahead, 15 miles distant, and Aline a-mile-and-a-half distant, dimly visible only. A heave of sea and thorough hard wind saw the lighthouse abeam at 10h. 15m., and between this and Ventnor spars and gear had their quality well tried. At 10h. 45m. the Nab light was sighted, and after passing to the southward of the Princessa the Livonia went ramping in for two lights at the rate of thirteen

by Friend's log, and surely now it was thought on her best point, going miles away from the smaller vessels.

At 11h. 20m. when a-mile from the Nab, in making preparations for jibing, her main-topmast, through easing up the backstay, came with working topsail across the gaff, which was also smashed. This effectually stopped her galloping, and worse still, there were not working hands enough to either gather in, or even clear the wreck; thus like a winged coot she jibed at the Nab at 11h. 25m., and five minutes after had the felicity of seeing the lights gleaming on Gwendolin's white sails. Of Aline and Egeria nothing however was seen; the young lady from Poole, however, also lost her main-topmast.

At 11h. 46m. the Livonia passed the Warner, and even in her crippled state was running up to $11\frac{1}{2}$ knots; Gwendolin, however, was fast rushing up on her weather quarter, and between Ryde and Osborne ranged up on her beam; the Aline was fast too closing up, but Egeria it was felt certain was far away, and Dauntless nowhere. From St. Katharine's the rain had been pattering down, and the night although dark, was not extremely so; but off Norris the breeze came up to a southerly burst, with thick rain, the Gwendolin pushed boldly on, but Livonia in her winged state had to pick a clear berth. On approaching the same the Gwendolin descried a boat full of people attempting to cross her bows, when with great presence of mind, the captain, to avoid running the boat down and jeopardising the lives of all on board the boat, he bore away, and to avoid the sacrifice of life decided upon running into the mark-boat, which was sunk, but the two men in charge jumped on board, and thus saved their lives. The mark-boat sunk in deep water. Time of winning about:—

	h.	m.	s.		h.	m.	s.
Gwendolin	12	38	0	Aline.....	12	42	0
Livonia	12	40	0	Egeria	12	55	0

The Gwendolin thus holding the cup for the year, the sailing committee having overlooked the fact of her running down the flag-boat under the circumstances in which she was placed. We are informed that Capt. John Nicolls, (who has not sailed in a match since the death of Mr. Weld, with whom he was many years in Alarm, Lulworth, &c.,) was on board the Norman, Kriemhilda, and Gwendolin, on each occasion the vessels won.

A ball was held at the club on Friday evening which was attended by H.R.H. the Prince of Wales, Prince Arthur, Duke of Teck, and a numerous company. At a general meeting H.R.H. Prince Arthur was elected a member by acclamation.

ROYAL VICTORIA YACHT CLUB MATCHES.

THE first race under the auspices of this club took place on July 22nd, and was confined to yachts belonging to the club, nevertheless eleven yachts started, the prize being of the value of £500, the second to receive the entrance money, amounting to £60; time race, three times R.Y.S. scale. Cutters to add half their tonnage; yawls, one quarter.

Course:—From Ryde to the Nab Light-vessel, leaving it on the port hand; thence to the Owers Light-ship, rounding and leaving it on the starboard hand; thence to Cherbourg, entering the west end of the breakwater until the light on the centre of the breakwater is open to the southward of the light on the west end of the breakwater; proceeding to the Shambles Light-ship, rounding and leaving it on the starboard hand; thence outside the Isle of Wight to the Nab Light-vessel, rounding and leaving it on the port hand; winning at Ryde between the mark-boat and the club flagstaff. At night the mark-boat will have three lights vertical, and must be hailed by the yacht passing her. No vessel to pass inside the Noman Fort. Distance, 208 miles (nautical).

Regulations.—All cabins to be kept clear of sails or gear. One large boat to save life to be carried by each yacht to the satisfaction of the sailing committee. Yachts to be under weigh, and fifteen minutes allowed to start in. A gun will be fired at the club house at five minutes before eleven a.m., and a white ensign hoisted; a second gun at eleven a.m., and the white ensign hauled down. This is the signal for starting. All yachts must keep to the westward of a line between the flagstaff at the club house and the mark-vessel until the second gun is fired. If the course is not completed in three days, no race. With these exceptions the sailing rules of the R.V.Y.C. will be strictly adhered to. The following were the entries, the Gwendolin being the only absentee.

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rtg.	Tons.	Owners.	Builders.
791	Guinevere	schooner	294	C. Thellusson, Esq.	Nicholson
1097	Livonia	schooner	265	J. Ashbury, Esq.	Ratsey
40	Aline	schooner	212	R. Sutton, Esq.	Nicholson
369	Dauntless	yawl	162	F. Willan, Esq.	Harvey
793	Gwendolin	schooner	192	Major W. Ewing	Nicholson
169	Blue Bell	schooner	163	J. Stevenson, Esq.	Nicholson
108	Ayaconora.....	schooner	147	Earl of Gosford	Inman
1638	Pantomime	schooner	142	J. F. Starkey, Esq.	Ratsey
298	Corisande	yawl	140	J. Richardson, Esq.	Ratsey
58	Anemone	yawl	70	J. H. Baxendale, Esq.	Harvey
726	Gertrude	yawl	65	Major Tharp	Wanhill
398	Dione	cutter	45	H. Spicer, Esq.	Hatcher

The *Guinevere* allows *Livonia* 7m. 48s., *Aline* 24m. 39s., *Dauntless* 27m. 48s., *Gwendolin* 32m. 9s., *Blue Bell* 44m. 15s., *Ayacanora* 52m. 0s., *Pantomime* 54m. 30s., *Corisande* 58m. 30s., *Anemone* 1h. 17m. 0s., *Gertrude* 1h. 36m. 57s., *Dione* 1h. 53m. 18s.

From early morning the sky bore a breezy look, but at nine a bank of dark, steely-looking clouds worked up in the south-west against the wind, and at ten o'clock a heavy thunderstorm, accompanied by a deluge of rain, burst over the island, and reached its height about the starting hour. A nice working-topsail breeze was, however, freshening from S.E. to S.S.E., and with commendable punctuality the signal was given to start.

At eleven o'clock the *Dauntless*, under all large working sails, was first to cross the line and show out with the lead, well to windward of the *Corisande*, who was next in order. Then came *Dione*, under working sails, looking bold and wholesome as a smart revenue cutter. The *Aline* well in towards the pier to windward, and carrying a balloon-maintopsail, was the first of the schooners across; then came *Gertrude*, the fastest yawl under seventy tons afloat, under working-topsails, followed by Lord Gosford's *Ayacanora* (*Fenella*), under all working sails, and the *Anemone* and *Guinevere*, the latter with large working sails set all round. Next in order came the *Pantomime*, with *Livonia*, the latter tucked up under *Pantomime*'s lee beam; and last of all the *Blue Bell*, carrying, like the *Aline*, a balloon-maintopsail. Bursting a west-going tide, they laid on the starboard tack, close hauled, along the sands, away for Spithead, the *Corisande* and *Dauntless* racing together with the lead, the only alterations at the Noman being that *Ayacanora*, *Pantomime*, and *Anemone* were passed by *Livonia*, and *Blue Bell* came up very fast with the front division. The *Dione* at 11h. 30m. was first to break tacks, and headed in towards the island, *Guinevere*, *Aline*, *Dauntless*, and *Gertrude* following, while *Ayacanora*, *Pantomime*, and *Blue Bell* continued to hold on the port tacks. During the whole of this time the rain beat piteously down, and mainsails drew up stiff as buckram, but at 11h. 45m. the soaker had played itself out, and as it held up knocked the heart out of the wind.

At twelve o'clock, when abreast of the *Warner*, the breeze fell considerably lighter, and the sun commencing to blaze out, the first taste of the weary time in store was experienced. The *Guinevere* and *Aline*, heroines of many a tough fight, keep close company, and worked in together for the Island shore, the *Gertrude*, *Dione*, and *Dauntless* being just to leeward of them; then came the *Livonia* and *Corisande*, with *Ayacanora*, *Blue Bell*, and *Pantomime* standing on the opposite tack

well across for the Dean. The Nab had to be left on the port hand, and the Livonia at 12h. 45m. was first to pass the light-ship, she having previously passed Dauntless, and shortly afterwards had Corisande under her lee quarter. The Aline and Dione were wide off on Livonia's beam on her passing the Nab, the Guinevere half a mile astern, dead in Aline's wake. In the meanwhile, Blue Bell and Ayacanora, who had tacked to the eastward and over-reached themselves, were sailing a splendid match, while Pantomime, in a worse fix still, had to run right off for her mark. Jib topsails were now set pretty nearly all round, and on a S.E.b.E. course of $13\frac{1}{2}$ miles, they came close hauled on the port tack for the Owers. When clear of the Nab Light-ship Livonia drew fast away, but the Blue Bell, some three-quarters of a mile astern, was hauling up across her, although carrying a small main-topmast-stay-sail. The Livonia, Gertrude, Dauntless, Blue Bell, Ayacanora, Pantomime, and Anemone now formed the windward division nearest the land, the Corisande, occupying an intermediate berth between the Aline, Dione, and Guinevere, all of whom were far to leeward.

At one o'clock the Corisande lost her topmast half way up, through the agency of that fine spar breaker, a jib topsail, and five minutes after Ayacanora carried away her fore-topmast at about the same place. The latter, however, promptly refitted gear, and setting small jib-headed, lost the race, but the Corisande evidently thought better of it, and to Cowes. From S.E.b.E. the wind kept southing and piping e, and at 1h. 10m. the Aline and Livonia hauled down jib and were spinning eight knots. The Dione here parted company with the Guinevere, and stood away to the eastward, crossing the Yankee's bow, the Gertrude shortly afterwards following on same tack. The American schooner Sappho, who had been lying in wait, now came in company with the leaders, and raced along with Livonia; she here was no perceptible difference in speed, she ran away for a while from the Guinevere, and, although to leeward, with her wind clear. The Yankee, however, was of no manner of use, as the Sappho went fast in her, and after satisfying herself on this score, the Yankee backed the wind. Finding they kept breaking off, the eastern division by one came round on the starboard tack, Aline and Guinevere to windward, having unaccountably over-reached themselves, leaving the Livonia, who was sailing her course with a point to spare, under their lee beam. The wind for a time was spotty with the most vessels, although nothing approaching to calm; yet in boring the tide the progress for the Owers was provokingly slow.

At three p.m., finding that by the southing of the wind all had their mark well open, jib-topsails were again run up, and it soon became apparent that both *Guinevere* and *Aline* had sadly over-reached on their port tack to the westward, as they came off the wind with main-topmast staysails pulling them down upon their mark. The time as they rounded the Ower Light-ship was as under:—*Livonia* 3h. 19m. 50s., *Guinevere* 3h. 26m. 0s., *Blue Bell* 3h. 29m. 25s., *Dauntless* 3h. 31m. 45s., *Gertrude* 3h. 36m. 30s., *Aline* 3h. 37m. 0s., *Dione* 3h. 39m. 30s., *Pantomime* 3h. 42m. 10s., *Ayacanora* 3h. 57m. 15s., *Anemone* 4h. 5m. 30s.

With commendable judgment *Livonia*, finding she could hold her own with *Guinevere*, gave a short hitch up to the westward in order to be certain of the weather gauge. The *Guinevere*, *Blue Bell*, and the rest of the fleet, however, held on their reach, and the *Livonia* again came round, and reached with them, this short tack placing Mr. Ashbury's vessel half a mile on the *Guinevere*'s weather bow. With the wind W.S.W. they made a S.b.W. $\frac{1}{2}$ W. course, on the starboard tack, the Channel ebb sweeping them bodily to windward, and a nice breeze holding for the first hour pretty true. The *Blue Bell* was holding a good wind, but was sailed a trifle fine, as she was not head reaching, while *Aline*, in true sea-going style, was kept with the full weight, ripping through the water, and soon settled away under *Blue Bell*'s lee beam. In the meanwhile the *Sappho*, who had come out to leeward of the Owers, still kept fiddling about in the Channel, but at 4h. 30m. was observed making tracks through the East End, apparently not seeing the pull of a dead hammer to Cherbourg, though had it been a long reach she would probably have made one of the squadron there and back.

At 5h. 30m. the *Livonia* and *Guinevere*, in a falling breeze, were sailing a beam and beam race, with a long lead of the rest of the fleet, and the *Blue Bell* and *Dauntless* were having a good match astern of this pair. The *Gertrude* next, we should say, was in position, but the *Aline* would hardly have weathered *Pantomime* had she tacked and crossed. A backing of the wind three points at 6h. 30m. threw the *Livonia* dead in *Guinevere*'s wake, and the *Blue Bell* and *Dauntless*, although miles astern, also bearing on *Livonia*'s weather quarter.

At 6h. 20m. about a true south course had been made, the *Guinevere* and *Blue Bell* heading no higher than Cape Antifer, upon observing which the *Blue Bell* and *Pantomime* immediately tacked to starboard, and headed away about W.N.W., the Channel ebb having by this time been worked out, and the young flood at 6h. 30m. commencing to drain against them. The *Dione*, *Gertrude*, *Ayacanora*, and *Anemone* had been previously upon this port tack, and only *Guinevere*, *Livonia*,

Aline, and Dauntless now continued their original southerly board. The evening closed in beautifully fine and cool, the water being as smooth as a fish pond, the breeze dropping very light.

At 7h. 0m. the Livonia coming up to her first course, S.W.b.W. $\frac{1}{2}$ W., brought Guinevere again dead under her lee beam, and became leading vessel, with the Owers bearing E.N.E. twenty-five miles distant, the Aline being three to four miles dead to leeward, Dauntless about the same distance on Livonia's weather quarter, the rest of the fleet having vanished in the haze.

At 7h. 55m. the Aline, finding the wind freshening, tacked to the westward, and being at the time of her coming on the port tack three miles under Livonia's lee quarter. The Guinevere and Livonia, finding their heads come up S.W.b.S., and a freshening breeze taking them, now ran up jib-topsails, but the big schooner at this game soon came back to Livonia's lee quarter, and at 8h. 30m. had fallen still further astern. At this moment the Aline was standing on the opposite tack across Livonia's wake, with the Dauntless about four miles astern, still following on the same course as the Cowes schooner was making. Meanwhile Blue Bell, Ayacanora, Pantomime, Gertrude, and Dione were working out the day by making a long westerly board, in which Aline now also joined. The sun went down behind some dark ridges of cloud, and had not long disappeared before the wind completely died out. At 9h. 10m. the Livonia and Guinevere came round on the port tack, and on the breeze again freshening looked about S.W.b.W., the Guinevere before the moon rose being plainly distinguishable some mile and a-half away on the Livonia's lee quarter. At 11h. 10m. she had, however, faded away in the gloom, and a dark bank of clouds over the moon obscuring for a time both her and the Dauntless. At 2h. 40m. but little more than tide work was made, and through the vessel having been by the pilot's orders run so far off, the red light of the breakwater, which Livonia had to weather, was not open. This necessitated a short tack, and when the day broke the Blue Bell was sighted running in for the east end of the breakwater, and Aline and Dauntless coming along with a rare lift through the same breeze. The Gertrude and Dione were also made out, the little cutter with spinnaker set. Had the Livonia kept a good weather-gauge of the breakwater, and not so cleverly allowed for tide, she would have been the first boat round by fully half-an-hour, but that honour now belonged to Blue Bell. The time of each at the Cherbourg west end was:—Blue Bell 3h. 44m. 45s., Livonia 4h. 13m. 25s., Aline 4h. 20m. 45s., Dauntless 4h. 27m. 0s., Gertrude 4h. 31m. 33s., Guinevere 4h. 33m. 35s., Dione 4h. 50m.

Ayacanora 4h. 51m. Pantomime 5h. 2m. Anemone 5h. 5m. The ninety miles from Ryde had thus occupied 16h. 45m. about $5\frac{1}{2}$ knots only having been averaged, and now again along the second side of the triangular course the wind was as straight as a line dead on end. It being in the lightest of zephyrs, half ebb going, and an unmeaning sort of sky we hardened our hearts for a drift of $56\frac{1}{4}$ miles to the Shambles which bore N. $\frac{3}{4}$ W. from Cherbourg west end, the Blue Bell being now leading vessel, and Livonia was in duty bound to follow her, and not go the nearest way home. The Aline alone followed on the westerly cast the Blue Bell and Livonia had made, these three heading away from Cherbourg towards the Start; Dauntless, Gertrude, Guinevere, Dione, &c., having their heads cast up channel, and heading about for Selsea Bill. The eastern division seemed for a time to have a fresher breeze but it was not until nine o'clock that all were out of sight from the decks of the western trio.

A beatifully fine morning, with the faintest air of wind and the slightest of ground swells, would make pleasure sailing very enjoyable, in racing the very reverse is the case. The Blue Bell, having weathered considerably on Livonia, tacked about 11h. 30m., heading away north-east, she having in eight hours drifted about twenty miles. The Livonia preferred to work out the last drain of east tide, and at 12h. 15m. she and Aline came round also on port-tack, after which for an hour the wind was dead on the topmast head, but the Livonia, by aid of balloon-topsail and balloon-main-topmast staysail at 1h. was splitting the ebb tide and getting along some five knots an hour, and at 2h. 30m. the Blue Bell and Guinevere were sighted in faint outline through the haze, going along on the same tack as Livonia, some four miles on the latter's lee beam. In the meanwhile the Aline had been left in an extraordinary way by Livonia, and at the time was only just rising her topsails dead in the wake of Mr. Ashbury's schooner. The fine cast Livonia had taken to the westward brought her head up north-east, with the tide under her lee bow, throwing her still further to windward and looking high as St. Alban's. Thus, in the event of the wind holding true, neither Blue Bell nor Guinevere would fetch their mark, both being as close hauled as they could lie, whilst Livonia was getting the full weight of her canvas; but now a westing of the wind drew both Blue Bell and Guinevere from lee beam to lee bow of Livonia, Blue Bell reaching extraordinary well. Freeing the wind as they made Portland, it soon became evident that both would fetch, and the Livonia's long westerly course again proved unlucky, as had she tacked half-an-hour earlier she would have been in an equally forward position. She was,

however, pushed hard, a spinnaker being run up from bowsprit end, while a balloon-staysail, jib-topsail, and big main-topmast-staysail, tautened gear like iron bars, a fine fresh breeze at 4h. 30m. having been taken all round. The Blue Bell now set jib-topsail and main-topmast-staysail, and Guinevere, main-topmast-staysail, the latter hauling up as the wind continued to free going in for the land right across Blue Bell's stern. The Livonia, in order to save her topmast, had to run down spinnaker and set balloon-jib instead, but the breeze soon after coming considerable lighter, and so continued until the Shambles lightship was rounded, the following being the time taken :—Blue Bell 5h. 30m. 46s., Guinevere 5h. 37m. 4s., Livonia 5h. 47m. 0s., Aline 6h. 8m. 28s.

The course Guinevere had taken thus gave her fifty-one minutes' advantage over the Blue Bell from Cherbourg in a short fifty-nine mile spin. She had also gained 30m. on Livonia, and 44m. on Aline, while the Livonia had gained 13m. 56s. on Blue Bell, and 14m. 0s. on Aline, and Blue Bell lost 8m. 18s. to Aline. At this part of the race the Guinevere was about 53m. to the bad with Blue Bell, and with only a question of the breeze holding the result appeared a foregone conclusion.

When the Livonia rounded, the light-ship had just swung to the young flood, and the Blue Bell and Guinevere were steering close in shore with square and square-topsails braced square, and the Livonia set an enormous spinnaker from mainmast head, but could not keep her mainboom out for running, and although she once drew right square with the Blue Bell and Guinevere, she soon dropped astern again. The Guinevere luffed in close to Kimmeridge to try and cover Blue Bell, but the latter attention the little Bell declined, and left the "gunboat" to make the best of her own homeward route. This she was not slow in doing, the breeze having come so light that only just steerage way was held up to St. Alban's, but the Guinevere's lofty sails drew her along fast, and off Durlleston Head she must have held half-a-mile lead of Blue Bell, three-quarters-of-a-mile astern of whom came Livonia, with Aline running fast on the back of the flood on the top of her. The rest of the fleet in sight, consisting of Gertrude, Pantomime, Dauntless, and Ayacanora, were threading their way at this time for the light-ship, some of them having to make a tack to get round.

Soon after sighting Portland the Dione carried away her topmast, and squared away for Ryde. When the Needles red light flashed up, the Livonia was off Christchurch Head without an air of wind, and the Blue Bell and Guinevere, with squaresails run down were heading off shore. Another most miserable drift ensued until nine o'clock, when all took a southern chill, which half-an-hour later came out to an eight knot breeze.

Before, however, St. Katherine's was nearly reached, it fell away until the vessels had scarcely steerage way on, a little air, however, lasting long enough to carry all through Rocken End Race. The Aline had by this time joined company close under Livonia's stern, the positions of the rest being Blue Bell just astern of Livonia, and Guinevere on latter's weather bow. Booms were jibed over, square-sails and square-topsails hauled up and down, and every device tried, and the Livonia at two o'clock having almost got round Dunnose, whilst the Guinevere was working hard to get out by the tide in the bay, the Blue Bell going back with the tide, and Livonia also getting stern way on. Kedges were now got out, but the Livonia's, on being dropped under foot, parted, and the yacht at four o'clock found herself again off St. Katharine's, having drifted back into the same position she had occupied five hours previously. But little more need be said, as Guinevere held on until the tide slackened, and passed the Nab at seven o'clock, taking then an easterly draught, which carried her in with square running canvas set to Ryde. The Livonia passed the Nab at 10h. 20m., Blue Bell being in close company, and Aline a few hundred yards astern, the Gertrude and Pantomime, in whose company Aline had come across Sandown Bay, being about the same distance astern of her. The Livonia and Blue Bell sailed a beam-and-beam race into the Noman, where the Livonia came away, and with all running canvas set, in the lightest of winds and a swinging west tide, the main body finished a most unsatisfactory race, the following being the official times of their arrival:—

	h. m. s.				h. m. s.				h. m. s.		
Guinevere	9	28	0	Aline	1	12	23	Anemone ...	not timed.		
Livonia	12	51	19	Gertrude	1	21	42	Ayacanora...	not timed.		
Blue Bell	12	53	45	Pantomime ...	1	22	23				

Guinevere thus being an easy winner of the £500 prize, and the Gertrude won by time from Blue Bell the £60 entrance fees. The first prize is a pair of silver tankards, designed and modelled by Signor Monti, the subjects of the reliefs being the mythological deities of the sea and earth; they were manufactured by Messrs. Hancock and Co. of Bruton-street, Bond-street, London, the workmanship reflecting the highest credit on the firm.

The annual regatta of this club commenced at Ryde on August 13th, and was well attended, but the number of prizes given less than on previous years, which was much to be regretted considering the fine fleet of yachts in attendance.

First Day, August 13th.—The first prize was for the Commodore's Cup, a prize value £100, presented by C. Thellusson, Esq., the Com-

modore of R.V.Y.C., for yachts of any rig belonging to the club; a time race, R.Y.S. scale, yawls to have a quarter of their tonnage added, and cutters one-half.

The course was the "New Long Victoria Course," which is as follows:—From Ryde to the eastward, leaving the Noman on the star-board hand, round the Nab Light, leaving it on the port hand; thence, leaving the Noman Fort on the port hand, to Calshot Light-ship, rounding it, and leaving it on the port hand; then to the West Quarantine vessel, leaving it on the port hand, and passing between the station vessel and the club-house; twice round. The following yachts entered, and all started with the exception of the Livonia:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1097	Livonia	schooner	260	J. Ashbury, Esq.	Ratsey
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife
906	Iona	cutter	62	J. Ashbury, Esq.	Ratsey
1304	Marina	cutter	65	J. C. Morice, Esq.	Ratsey
1475	Muriel.....	cutter	40	T. Brassey, Esq.	Hatcher
726	Gertrude	yawl	65	Major Tharp	Wanhill
298	Corisande	yawl	140	J. Richardson, Esq.	Ratsey
806	Harlequin	schooner	102	Col. Markham	Ratsey
135	Banshee	cutter	52	J. S. Abbott-Dunbar Esq.	
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
1567	Norman	cutter	39	Major W. Ewing	Hatcher

The time allowance was according to the following scale:—

Corisande allows Egeria 3m. 31s., Fiona 10m. 1s., Harlequin 13m. 36s., Marina 14m. 36s., Iona 15m. 54s., Gertrude 19m. 20s., Banshee 20m. 16s., Muriel 26m. 57s., Norman 27m. 12s.

Punctually at ten o'clock the signal for the start was given, and the yachts crossed the imaginary line in the following order. The official time being:—Fiona 10h. 3m. 33s., Norman 10h. 5m. 28s., Marina 10h. 5m. 28s., Gertrude 10h. 5m. 38s., Harlequin 10h. 5m. 49s., Banshee 10h. 6m. 27s., Corisande 10h. 7m. 0s., Muriel 10h. 8m. 24s., Iona 10h. 10m. 0s., Egeria 10h. 10m. 0s.

At the time of starting the wind was very light from the N.N.W., and the yachts doing their best under the circumstances, and accordingly balloon-topsails, spinnakers, and jib-topsails were set, Fiona under working topsail, and with their booms right over their starboard quarters the whole fleet were soon creeping out for the Nab on the back of an east-going tide, which it was easy to see supplied the principal motive power. A wearisome drift of some fifty minutes brought the leaders abreast of the Noman, where they found the breeze a little fresher, and all jibed in turn, the Fiona still leading, with the Norman, Marina,

Harlequin, and Gertrude about a cable's length astern of her, all in a cluster. Next to these came the Corisande, Banshee, and Muriel, with Egeria and Iona whipping in, the last-named having set a ring-tail. It was wearisome work to the Nab, which was rounded at:—Norman 11h. 48m. 20s., Fiona 11h. 48m. 40s., Iona 11h. 49m. 0s., Egeria 11h. 52m. 30s., Corisande 11h. 53m. 10s., Marina 11h. 53m. 55s., Banshee 11h. 54m. 40s., Harlequin 11h. 55m. 30s., Gertrude 11h. 56m. 50s., Muriel 11h. 57m. 0s. After rounding, the wind seemed to come from all points of the compass at once—nor'-west, sou'-west, and then nearly due south—rendering it a marvellous exhibition of match sailing. The upshot of all this fluky business was that by the time they were abreast of the Noman Fort in their journey to the westward, the Gertrude had become the leading vessel, Corisande being second, Egeria third, Norman fourth, and Marina fifth. Some distance astern of these came the Muriel, Iona, and Banshee, Fiona and Harlequin last of all, Mr. Boutcher's cutter having had all the worst of the flukes throughout. All now stood over to the north shore, and when midway through Stokes Bay the wind at last came out true from W.S.W., and freshened into a nice sailing breeze. Working by short boards under the mainland with a fresher breeze, the Corisande gradually stole up on the Gertrude's weather, and was first round Calshot light-ship, Gertrude being second, Egeria third, and Norman fourth. After rounding booms were jibed over to port, and spinnakers and jib-topsails set all round for the run back through Ryde Roads, and the first round of the course was completed in the following order and time:—Corisande 4h. 30m. 38s., Gertrude 4h. 32m. 27s., Egeria 4h. 46m. 47s., Fiona 4h. 57m. 5s., Norman 4h. 59m. 30s., Iona 4h. 59m. 42s., Marina 5h. 1m. 40s., Banshee 5h. 2m. 30s., Muriel 5h. 4m. 30s., Harlequin 5h. 7m. 50s.

The remainder of the run to the eastward presented no special features of interest, there being no change in the positions of the four leading vessels. The Nab Light-ship was rounded for the second time at:—Corisande 5h. 37m. 0s., Gertrude 5h. 41m. 30s., Egeria 5h. 44m. 45s., Fiona 6h. 2m. 0s., Norman 6h. 2m. 3s., Iona 6h. 4m. 0s., Marina 6h. 6m. 35s., Banshee 6h. 6m. 55s., Muriel 6h. 11h. 51s., Harlequin 6h. 15m. 56s.

With a wind now from west and a north-west course, they could pretty nearly lay right through to the Calshot; Corisande, indeed, eating up grandly, was doing so, and the little Gertrude was not a quarter of a point off. The Egeria now, with main working topsail set, was fore-reaching her, and tried her weather, but finding she could not screw up quite high enough, weatherly though she be, dropped off under

her lee; and then it did not look as if she could get through, and as the wind broke them off another half-point, she went round for a short hitch to windward, coming round again on Gertrude's weather quarter. She was no sooner there than the wind made another shift back W.b.S., and then the Egeria, with the full weight of the wind in her sails, soon ripped past the little yawl, and continued to gain on her as she had all through in the most wonderful manner. They soon got up to Calshot this time, and the light-ship was rounded at:—Corisande 7h. 6m. 23s., Egeria 7h. 18m. 30s., Gertrude 7h. 23m. 15s., Fiona 7h. 36m. 37s., Norman 7h. 39m. 7s., Iona 7h. 41m. 28s. All the others gave up.

The run back to Ryde was not eventful, saving that after the Corisande got in, the wind fell off extremely light, and placed the Egeria and Gertrude farther astern than they otherwise would have been:—

	h. m. s.		h. m. s.		h. m. s.
Corisande	7 55 52	|	Egeria	8 12 19	| Gertrude..... 8 22 10

Fiona, Iona, and Norman came about a quarter of an hour later. The Corisande won the prize with plenty of time in hand.

Second Day—August 14th.—This day was devoted to boat races, duck hunts, and other aquatic freaks.

Third Day—August 15th.—There was nothing to complain of for want of wind to-day, there being a steady breeze throughout from the south-east. The race was for prizes of £75, for cutters not exceeding 52 tons and yawls not exceeding 70 tons, Thames measurement, open to yachts belonging to any royal yacht club; first prize £50, second £25, presented to the club by Vivian A. Webber, Esq.; time race; R.Y.S. scale; yawls to have a quarter of their tonnage deducted. The following yachts started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2489	Volante	yawl	60	C. Maw, Esq.	Harvey
1538	Niobe	cutter	40	A. Heymann, Esq.	Hatcher
1758	Psyche	cutter	45	T. C. Garth, Esq.	
1475	Muriel.....	cutter	40	T. Brassey, Esq.	Hatcher
250	Christabel	cutter	51	Col. Gourley, M.P.	Harvey
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
726	Gertrude	yawl	65	Major Tharp	Wanhill
153	Banshee	cutter	52	J. S. Abbott-Dunbar, Esq.	
30	Alcyone	cutter	39	Sir W. Topham	Hatcher
1567	Norman	cutter	39	Major W. Ewing	Hatcher
1476	Myosotis.....	cutter	39	F. G. Freke, Esq.	Ratsey
96	Aura	cutter	42	T. N. Blake, Esq.	Wanhill
2361	Thought.....	cutter	27	G. Wells, Esq.	Hatcher

The scale of time allowance was as follows :—

Banshee allows Christabel 0m. 29s., Gertrude 1m. 28s., Volante 3h. 35m. Psyche 3h. 35m., Aura 5m. 17s., Muriel 6m. 29s., Niobe 6m. 29s., Alcyone 7m. 7s., Norman 7m. 7s., Myosotis 7m. 7s., Foxhound 10m. 29s., Thought 13m 40s.

The course was the New Victoria Course—viz., from Ryde round the Warner Light-vessel, leaving the Noman on starboard hand, thence to the westward, round Calshot Light, then to the west quarantine vessel, and finishing between the club-house and the station-vessel, leaving both light-ships and the west quarantine vessel on the port hand; twice round.

A flying start was effected at 10h. a.m., the wind south-east, a nice topsail breeze, making it pretty nearly a dead beat out to the Warner. The Thought was the first to cross the line and stood in on the port tack close under Ryde Pier head, the Myosotis, Gertrude, Christabel, and Volante following suit in the order named. Next to these, but considerably to leeward, came the Niobe, Muriel, and Banshee, the rear division comprising the Alcyone, Aura, Foxhound, and Norman.

The following was the actual winning time, after making allowance for the difference in crossing the time:

Christabel allows Gertrude 0m. 31s., Banshee 0m. 34s., Volante 1m. 22s. Psyche 4m. 48s., Niobe 5m., 25s., Myosotis 6m. 9s., Muriel 6m. 12s., Aura 6m. 39s., Norman 7m. 15s., Alcyone 7m. 21s., Foxhound 10m. 52s., Thought 11m. 15s.

All carried whole lower canvas, in addition to which the Gertrude, Niobe, Aura, Pysche, Muriel, Alcyone, and Banshee set large square-headed topsails, and the Thought, Volante, Christabel, and Foxhound, jib-headers. After clearing the pier head the leaders stood on the starboard tack, but were soon about again and worked by short boards for the Noman, keeping Ryde sand well aboard, so as to get the first drain of the tide, which was just beginning to make inshore to the eastward, though it was still running to the westward in mid-channel. After weathering the Noman all made a long reach on the port tack to the southward, and as they went about in Priory Bay to fetch the Warner on the other tack, the Myosotis and Christabel were well ahead, and appeared to be weathering on the whole fleet. The leaders, as they fetched the light-ship in the following order:—Myosotis, Christabel Gertrude, Alcyone, Volante, and Norman.

After they rounded the light-ship they set spinnakers for the run to the westward, the whole fleet standing over from the Noman to the north shore. Here the Alcyone ran the Gertrude and took third place astern of the Myosotis and Christabel, who were going beam and beam, and a little later the Norman slipped passed both the yawls, and closed

rapidly with the Alcyone. The leaders hauled round Calshot light-ship without any noteworthy change in their relative positions, but in the beat to the eastward the Banshee weathered both the yawls in turn, and the little Muriel worked her way through the fleet, and as they completed the first round of the course was close upon the Volante's weather. They were timed off the club house, as they passed the station vessel the first time at :—Myosotis 1h. 24m. 54s., Christabel 1h. 26m. 22s., Norman 1h. 27m. 0s., Alcyone 1h. 30m. 42s., Banshee 1h. 31m. 48s., Gertrude 1h. 32m. 0s., Volante 1h. 32m. 7s., Muriel 1h. 32m. 28s., Aura 1h. 35m. 27s., Niobe 1h. 36m. 58s., Foxhound 1h. 40m. 50s., Thought 1h. 48m. 25s., Psyche 1h. 48m. 33s.

In the beat out from Ryde to the Noman the Christabel and Myosotis, weathered on and perceptibly forereached the Myosotis, and in the first board after leaving the fort the Gertrude reached passed the Banshee to windward, and threatened the Alcyone's weather. The leaders rounded the Warner in the following order and time :—Myosotis 2h. 14m. 0s., Christabel 2h. 16m. 40s., Norman 2h. 16m. 45s., Gertrude 2h. 19m. 0s., Alcyone 2h. 19m. 5s., Banshee 2h. 20m. 19s.

As they bore away round the light-ship sheets were flared right off, and with booms well over their port quarters, and spinnakers set to starboard, all commenced the run back to the westward. Off Spithead the wind fell lighter and drew out more from the southward, and several jibed over to starboard, while the others held in along the edge of the shoals with their booms over to port for a considerable time longer before jibing. For a while, however, the yachts made but very slow progress, but midway through Stokes Bay the wind freshened. As they breasted the pier head the order and time were as under :—Myosotis 3h. 2m. 0s., Norman 3h. 3m. 40s., Christabel 3h. 5m. 35s., Alcyone 3h. 6m. 55s., Gertrude 3h. 7m. 25s., Banshee 3h. 9m. 10s., Muriel 3h. 10m. 22s., Volante 3h. 12m. 25s., Niobe 3h. 16m. 25s., Aura 3h. 19m. 55s., Foxhound 3h. 20m. 0s., Psyche 3h. 22m. 50s., Thought 3h. 31m. 20s.

There was no further change of importance during the remainder of the run to the westward, the leaders hauling round Calshot light-ship in the order given above for a beat back to Ryde. The following being the official time of the finish :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Myosotis.....	5	12	28	Banshee	5	25	2	Foxhound	5	34	19
Norman	5	15	16	Muriel.....	5	26	25	Volante	5	34	34
Christabel	5	16	17	Gertrude.....	5	26	30	Aura	5	37	19
Alcyone	5	19	6	Niobe	5	33	36	Psyche	5	40	15

According to the above time the Myosotis was entitled to the first

prize of £75, and the Norman to the Webber's prize, but on the conclusion of the match a protest was lodged against the Myosotis on the ground that she had not carried her anchor at the catheads with the stipulated length of chain cable, as required by the sailing regulations, but she was awarded first prize as she had two other anchors on board, besides the one in question. Norman took second prize

Fourth Day.—August 16th, the match was the race for the Vice-commodore's cup, a piece of plate, value £100, presented by the Marquis of Exeter, open to schooners and yawls belonging to any royal yacht club. A time race, R.Y.S. scale, yawls to have one-third of their tonnage added. If the race is completed in five hours a quarter time to be added, if in six hours one-eighth added, if in eight-hours one-eighth deducted, and if in nine hours one-fourth deducted, over nine hours no time, yachts to be in sea-going trim. Course, round the Isle of Wight, but no yacht to pass between the Island and the Nab light-ship. The entries were as follows :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1097	Livonia	schooner	265	J. Ashbury, Esq.	Ratsey
91	Astarte	yawl	73	D. Macfarlane, Esq.	Day & Co.
726	Gertrude	yawl	65	Major Tharp	Wanhill
208	Corisande	yawl	140	J. Richardson, Esq.	Ratsey
806	Harlequin	schooner	102	Col. Markham	Ratsey
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
1639	Pantomime	schooner	142	J. F. Starkey, Esq.	Ratsey
369	Dauntless	yawl	162	F. Willan, Esq.	Harvey
793	Gwendolin	schooner	192	Major W. Ewing	Nicholson
640	Flying Cloud	schooner	75	Count Batthyany	Inman

The Livonia is fitting out for a cruise to Maderia, so did not start. Harlequin was not at the station when the preparatory gun was fired. The course was to the eastward, the wind being south-east, a fresh breeze, and a strong lee tide running. The yachts were started at 10h. a.m., the Egeria leading out, with the Corisande on her weather quarter, and the Dauntless, Astarte, and Gertrude in close company.

Off Sand Head buoy the Corisande passed her to windward of Egeria, and became the leading vessel, a position she never afterwards forfeited. The leaders were timed past the Nab as follows :—Corisande 11h. 39m. 10s., Gertrude 11h. 45m. 0s., Dauntless 11h. 45m. 0s., Egeria 11h. 45m. 5s., Gwendolin 11h. 49m. 30s., Pantomime 11h. 55m. 5s., Flying Cloud 11h. 57m. 25s., Astarte 11h. 59m. 45s.

As they neared the Nab the Gertrude and Dauntless cut the Egeria out, and the latter being on the port tack, had to give way, but on

getting clear of the light-ship, she quickly overhauled them again. Just ahead of the Nab the Astarte ran up her jib-topsail, but the strain in the stiff breeze was too much for the spar, which she snapped and she put back to Ryde.

At 1h. 45m. when off Brooks's, the wind, which for some time had been extremely light, suddenly died away to nothing, leaving the yachts for some minutes almost becalmed; but off Freshwater it freshened again. At this point the Corisande led the Egeria by about 2m. and the Gwendolin for about 8m., the rest being a long distance astern of the trio. The Needles were passed in the following order and time:—Corisande 2h. 53m. 5s., Egeria 2h. 56m. 55s., Gwendolin 3h. 9m. 25s., Dauntless 3h. 14m. 15s., Pantomime 3h. 15m. 10s., Gertrude 3h. 26m. 30s.

It was now a dead run before the wind, and the Corisande bowled along in splendid style and was nearly off Scarce Point before the Egeria was fairly round the Needles. From here to the finish the two leaders maintained pretty nearly the same relative positions, the match being ultimately concluded at:—

	h.	m.	s.		h.	m.	s.	
Corisande	5	18	10	|	Egeria	5	19	0

The Corisande thus won the prize by about one minute to spare.

ROYAL ALBERT YACHT CLUB REGATTA.

[We regret we are unable to insert a full report of this prosperous club until next month, our space not allowing us to do justice to it until then.—ED.]

First Day—August 19th—A Corinthian Match for yachts belonging to the R.A.Y.C. of 30 tons and under; course, the old Albert course—viz., from the starting vessel, round the Warner Light-ship, leaving the Spit Buoy on the starboard hand, thence round the south-east buoys of the Middle, leaving the Stourbridge Buoy on the port hand, thence round the Spit Buoy, leaving it on the port hand, and round the starting vessel, leaving it on the port hand, the Warner Light-ship and the south-east buoys of the Middle to be left on the starboard hand; twice round, distance 30 miles; time race, R.A. scale; prize, the ladies' cup value 18 guineas. The entries were as follows:—Quiver, Vampire Fairlie, Little Nell, Ildegonda. The Fairlie did not start.

Time of arrival at finish:—Vampire 5h. 6m. 47s., Ildegonda 5h. 8m 37s. Ildegonda winning the ladies' cup.

Second Day—August 20th.—The Albert Cup, open to cutter.

belonging to the R.A.Y.C. of 35 tons and upwards; time race, R.A. scale; course, the new Albert course—viz., from the starting vessel round the Warner Light-ship, leaving the Spit Buoy on the starboard hand, thence round the flag-boat moored off Cowes, back round the Spit Buoy and starting vessel, leaving all marks on the starboard hand except the Spit Buoy and starting vessel, which, on coming in, must be left on the port hand; distance 44 miles. The following started:—Kriemhilda, Alcyone, Fiona, Iona, Muriel, Foxhound, Garrion, Niobe, Norman, Vanguard, Myosotis, Oimara, Aura.

The time at finish was:—Fiona 6h. 30m. 0s., Kriemhilda 6h. 37m. 44s., Iona 6h. 42m. 34s., Vanguard 6h. 43m. 19s., Garrion 6h. 44m. 28s., Oimara 6h. 49m. 31s., Norman 6h. 51m. 7s., Alcyone 6h. 54m. 56s., Niobe 7h. 7m. 0s. The Fiona therefore takes the prize.

The second race was for a cup value £60, open to schooners belonging to the R.A.Y.C. Course, the new Albert course, twice round distance 44 miles; time race, R.A. scale. The following started:—Flying Cloud, Harlequin, Pantomime, and Egeria. The vessels arriving at finish thus:—Egeria 6h. 52m. 43s., Pantomime 6h. 58m. 49s., Flying Cloud 7h. 5m. 9s. The Flying Cloud winning amidst immense cheering and excitement by only a few seconds.

The third match was for the Vice-commodore's cup, value £25, open to yachts belonging to the Royal Albert Yacht Club under 35 tons. Course, the old Albert course, twice round, distance 30 miles, entries—Daring, Ildegonda, Vampire, Fairlie, and Little Nell. Fairlie won by time of Vampire by 1m. 14s.

Third Day.—August 21st.—This day was devoted to rowing matches duck hunts, &c.

Fourth Day.—August 22nd.—The Town Cups, value £70 and £50, open to yachts of any rig belonging to a royal or recognised yacht club—the old Albert course, three times round. The following entered:—Kriemhilda, Alcyone, Fiona, Iona, Flying Cloud, Harlequin, Pantomime, Garrion, Norman, Vanguard, Oimara, Egeria, Gertrude, and Astarte. Time at finish,—Kriemhilda 5h. 16m. 7s., Iona 5h. 40m. 35s., Flying Cloud, 5h. 49m. 58s., Gertrude 5h. 55m. 20s., Alcyone 5h. 58m. 58s., Norman 6h. 0m. 8s.

Count Batthyany therefore won both prizes, the Kriemhilda winning the first prize, and Flying Cloud the second.

A cup, value £35, for yachts belonging to the Royal Albert Yacht Club which have never won a first prize. Course, the Old Albert course, twice round. The following entered:—Fenella, Gazelle, Lady Eveleen, Daring, Diamant, and Chonita.

The Lady Eveleen won at 3h. 56m. 31s., Diamant 4h. 7m. 13s., Gazelle, 4h. 28m. 8s., Chronita 4h. 30m. 31s., Fenella 4h. 39s. 18s.

A prize cup was given of the value of £10, for yachts and pleasure boats of 10 tons, to start at 11h. 30m. Course from starting vessel round the Warner light-ship, thence round the north-west buoy of the Stourbridge, back round the starting vessel, leaving all marks on the starboard hand, twice round.—The craft took their stations in the following order:—Zephyr, Little Nell, Ibis, Frances Rhoda, Brunetta, Nelly, Try Again.

The following are the entries for the Ocean race from Southsea to Torquay, which started on August 23rd,—Kriemhilda, Alcyone, Fiona, Iona, Muriel, Garrion, Norman, Oimara, Flying Cloud, Harlequin, Pantomime, Gwendolin, Egeria, Corisande, Dauntless, Tartar, Diamant, and Gertrude.

The cup value £50 given by the inhabitants of Torquay for cutters, was won by the Norman, 40 tons, Major Ewing. The cup value £65, give by Count Batthyany for yawls, was won by the Gertrude, Major Tharp. The cup, value 50 guineas, given by the Royal Albert Yacht Club, for schooners, was won by the Pantomime, J. F. Starkey, Esq., beating the Corisande by about nine minutes.

ROYAL SOUTHERN YACHT CLUB REGATTA.

THE annual regatta of the Royal Southern Yacht Club was held on Wednesday, July 31st, when the weather was fine, but there was not so much wind as could have been desired for the sailing, although quite delightful on the water. As usual, the Isle of Wight Steampacket Company's commodious steamer Lady of the Lake was engaged to accompany the yachts, and she left the Royal Pier soon after ten o'clock in the morning with a large number of the members of the club and their friends on board. Under the command of Captain Davis a capital view of the early part of the race was afforded, while it was also a pleasant excursion in the Solent, and an opportunity was given of seeing the Resistance and other ironclads lying at Spithead and the scenery which abounds in the river and the coast near. In addition to this a most gratifying treat occurred, and one rather unexpected—viz., that of witnessing the visit of their Royal Highnesses the Prince and Princess of Wales to the American fleet, the Lady of the Lake being taken close enough to enable those on board to see the Prince and Princess, while the manning of the yards, both of the American ships and Her Majesty's

ship *Ariadne*, which had come up from Portsmouth, and the firing of the salutes on the departure of the royal party, gave great gratification. The *Lady of the Lake* steamed behind the royal yacht towards Osborne for some distance, and then returned to the Royal Pier, arriving there about eight o'clock, all who were present having spent a pleasant day. The schooner *Erminia* (belonging to Sir Bruce Chichester, Bart., the Commodore of the club) was the station-vessel, and on board of her G. Bridges, Esq., the Secretary, carried out the arrangements made by the committee as to starting, &c. There were numerous yachts lying in the river and cruising about. When first the committee issued their programme it was announced that there would be three matches, one for yachts above 60 tons, one for those over that and not less than 30 tons, and another for yachts under 25 tons, all the craft competing to belong to the Royal Southern Yacht Club. However, there were not sufficient entries for the two former, and they were accordingly merged into one for cutters over 35 tons belonging to a royal yacht club.

The first race was for cutters belonging to a royal yacht club, and over 35 tons. First boat £50, second £25. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners	Builders.
982	<i>Kriemhilda</i>	cutter	105	Count Batthyany	Ratsey
906	<i>Iona</i>	cutter	62	J. Ashbury, Esq.	Ratsey
2416	<i>Vanguard</i>	cutter	60	W. P. Miller, Esq.	Ratsey
1475	<i>Muriel</i>	cutter	40	T. Brassey, Esq., M.P.	Hatcher
1567	<i>Norman</i>	cutter	40	Major W. Ewing	Hatcher
1538	<i>Niobe</i>	cutter	40	A. Heymann, Esq.	Hatcher
1476	<i>Myosotis</i> /.....	cutter	39	T. G. Freke, Esq.	Ratsey

The time allowance was according to the Royal Yacht Squadron scale, by which the *Kriemhilda* had to allow the *Iona* 13m. 15s., *Vanguard* 14m. 4s., *Muriel* 24m. 5s., *Norman*, *Niobe*, and *Myosotis* 24m. 5s. *Iona* to allow the *Vanguard* 49s., and the *Muriel*, *Norman*, *Niobe*, and *Myosotis* 10m. 50s. *Vanguard* to allow the *Muriel*, *Norman*, *Niobe*, and *Myosotis* 10m. 1s. The course was from the station-vessel (off the Town Quay), round the Warner, thence round Lepe Buoy, and back to the station-vessel. All were at their stations at the appointed time with the exception of the *Muriel*, which did not put in an appearance. The starting gun was fired at 10h. 48m., and the *Kriemhilda* and *Myosotis*, which were to windward, were the first to cant round, the latter going off with the lead, all the yachts hoisting balloon canvas, the wind being very paltry. The *Kriemhilda*, *Niobe*, and *Norman* were off next, well together, then the *Iona*, and the *Vanguard* last, but the latter

soon changed places with Mr. Ashbury's cutter. The *Myosotis*, *Norman*, and *Niobe* were the first to show with their topsails, the latter having also a jib-topsail. The *Vanguard* and *Kriemhilda* followed quickly with their topsails, and the large cutter took second place, the *Niobe* and *Norman* being next, beam and beam, off Hythe. The latter tried several times to pass the *Niobe* to windward, and at last succeeded, the *Iona* took the place occupied by the *Vanguard*, which then became last. All made for the Netley shore with the exception of *Kriemhilda*, which was more in the centre of the river, and it was soon seen that the wind was not sufficient to fill out the huge jib she had set.

Off Netley the wind was light, and the *Vanguard* having the best of the few puffs that followed, re-passed the *Iona*, the *Myosotis* then having a clear lead of the rest, *Norman* second, and *Kriemhilda* and *Niobe* beam and beam. The breeze here freshened, and when in the centre of the American fleet the large cutter went past the *Norman* and came up with the *Myosotis*, which, however, held her own, as the wind again dropped off. Soon after this the breeze freshened a little, and at 11h. 28m. the *Iona* passed the *Vanguard*, while the *Kriemhilda* still held second place, a dozen lengths behind the *Myosotis*, and about two in front of *Norman*.

At 11h. 35m. *Iona* passed *Niobe*, which, with *Vanguard*, had her foresail boomed out. Opposite Calshot Castle *Myosotis* went aground, and was passed by *Kriemhilda* and *Norman*, which, strange to say, although about the same tonnage, went inside of her. The *Myosotis* was soon off, but not before *Norman* and *Iona* had got well ahead, *Niobe* being now the last vessel, while *Norman* took the lead, and Count Batthyany's cutter lost the wind and dropped astern of the rest, *Myosotis* remaining third. The *Kriemhilda* soon became fourth, *Niobe* being once more left at the rear, and *Myosotis* again took second place. The *Kriemhilda* deprived her of it, but did not hold it long. When off Browdown there was very little wind indeed, and here, at 12h. 18m., *Norman* went aground, which enabled *Myosotis* to pass her. Not long after this the men crowding out on the end of the bowsprit of *Kriemhilda* showed that she was aground as well as the *Norman*. The *Myosotis* now led, *Iona* second, *Niobe* third, and *Vanguard* fourth, the other two being

and both of them were hard and fast, and thus put her
They did not get off until between five and six o'clock.

There was some pretty sailing between *Myosotis* and *Iona* ring up when the strong puffs came, but the former again when the wind died off, while the *Niobe* and *Vanguard* changed places. Off Portsmouth harbour the *Myosotis* and

Iona, which had been doing well in the light puffs off the shore, drew away from the other two, and held a good lead. After this there was a dead calm, and the run to the Warner was a long one. Just before reaching the light-ship the Iona had a little puff, while the Myosotis was perfectly becalmed, and the Niobe drifted on to the Vanguard (both these vessels having managed to creep up to the others) and then drew slightly ahead. The Iona and the Myosotis were the leading vessels up to the Warner, but they were unable to round, the strong ebb tide carrying them away. The Niobe and Vanguard were side by side, but the latter had to give way, which let the Niobe round first. The Vanguard, however, was well handled, and rounded very closely inside, the time taken at rounding being—Niobe 2h. 44m. 0s., Vanguard 2h. 44m. 10s.: Myosotis 2h. 45m. 30s., Iona 2h. 46m. 0s.

After rounding there was a better wind for a short time, and the Vanguard drew slightly a-head of the Niobe, but the two appeared to be well together. However, soon after this the Vanguard began to display her old form, and went away from the Niobe, which was passed by the Myosotis and the Iona. Coming through Spithead the Vanguard had a good lead, the Myosotis being second, the Iona next, and the Niobe quite a-mile astern and over on the Island shore. Off Portsmouth harbour the Myosotis passed the Vanguard, as did also the Iona, and off Stokes Bay Pier the Myosotis took in her balloon jib and set a working one, but as the wind died off a little the balloon jib was again set. The Myosotis, Vanguard, and Iona were well together for some time, but off Egypt the Vanguard became the leading vessel, and rounded Lepe Buoy quite four minutes in advance of Mr. Freke's cutter. All three then made for the Southampton Water, and on the way up the Vanguard met the Niobe, which had come out from Cowes roads. It was quite half-past seven o'clock before the Vanguard was off Calshot Castle, and as the race was to be completed by nine it was doubtful whether she would reach the goal by that time, it being a dead beat right up. However, fortune favoured her, and she managed to pass the Erminia fifty seconds before the time for finishing the match, the official time taken being as under :—

	h.	m.	s.		h.	m.	s.
Vanguard	8	59	10	|	Myosotis	9	35 15

The Iona and Niobe were not timed ; the Vanguard thus won the first prize. The Myosotis took the second prize, although after nine o'clock, the Vanguard saving the race, enabled the second vessel to take the prize.

The club prize of £15 for yachts of any rig or tonnage, under 30

tons, belonging to the Royal Southern Yacht Club. Time race, half-a-minute per ton ; yawls to have one quarter their tonnage added, and cutters half. The entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
873	Ildegonda	cutter	15	E. Langtry, Esq.	Hatcher
1794	Quiver	cutter	12	T. Chamberlayne, Esq.	Owner
429	Dudu	cutter	15	Major Grimston	Hatcher
	Widgeon.....	yawl	10	W. H. Maund, Esq.	

The Ildegonda had to allow the Widgeon 5m., and Quiver 1m. 30s. The Dudu to allow the Widgeon 5m., and the Quiver 1m. 30s. The Quiver to allow the Widgeon 2m 49s. The course was from the station-vessel, round the Calshot lightship and back, twice round. The Dudu did not compete. A good start was effected, but the wind was light. At length the Quiver took the lead, maintained it throughout, and won the prize easily, the time at which the rounds were completed being as under :—

	FIRST ROUND.			SECOND ROUND.		
	h.	m.	s.	h.	m.	s.
Quiver	2	38	0	7	16	5
Ildegonda	3	5	0	7	21	12
Widgeon	3	25	0	not timed		

The Ildegonda entered a protest against the Quiver taking the prize on the ground that she fouled the Widgeon. The question has not yet been discussed, the sailing committee being absent.

RANELAGH YACHT CLUB MATCH.

This club had its first match on Saturday, June 15th, from Erith round the Mucking Light and back. The yachts were divided into two classes, the first having allowance of half-minute per half ton, and the second class one minute per half ton. The entries were for first class :—Fairlie, cutter, 15 tons, J. A. Limbert, Esq.; Bessie, cutter, 9½ tons, H. W. Hewett, Esq. For second class, Marguerite, cutter, 6½ tons, C. Eltham, Esq.; Arrow, cutter, 5½ tons, J. A. S. Bayly, Esq.; Rifleman, cutter 7 tons, J. Pim, Esq.

No restrictions as to canvas ; one member and one other hand allowed for each two tons, or fraction thereof. In the early morn there was scarcely a breath of air at Erith, but at breakfast time the wind began rising till it blew a pleasant whole-sail breeze from the south-east, when the station gun was fired at 11h. a.m. The yachts were moored in two lines off Erith Church

the Fairlie being to windward of the Bessie, whilst in the other class the Marguerite had the weather berth, with the Arrow next in the centre. On the second class being despatched at 11h. 35m. a.m.; the Rifleman got her anchor instead of availing herself of the permission to slip it, as all the others did. This caused her to be a long time in getting off, and she could not get out of the way of the Arrow (sailed by her builder and former owner, Stone, of Erith), who was very smart with her canvas, and in canting to northward her bowsprit fouled the weather quarter of the Rifleman. They, however, quickly got clear, and no protests were hoisted. The Marguerite was soon in the Arrow's wake, the Rifleman, for the above-mentioned reason, being last. Of the first class the Fairlie was off a long way the quickest, the Bessie never being virtually in the hunt with her larger opponent. All set square-headed topsails with the exception of the Bessie, whose skipper had left his at home; so she had to be content with a jib-header. Nothing noteworthy occurred in the long reach down till they got into St. Clement's where the wind fell light for a short time, but got up again in Northfleet Hope, where the Fairlie had caught the small craft, which the Arrow was still leading, with 'the other two in the same order as at starting. In Gravesend Reach the wind began shifting round towards south-west; the Arrow presently carrying away her topmast. A jury spar, however, was quickly got up, but not before the Marguerite had passed her. Through the Hope spinnakers were set, and the now south-west wind carried them all along merrily, the Rifleman presently passing the Arrow. On entering Sea Reach it was almost dead low water, so the original course to the Chapman Light had to be shortened, the steamer anchoring off the Mucking Light, and the boats rounding her as follows:—Fairlie 1h. 30m. 0s., Marguerite 1h. 36m. 30s., Rifleman 1h. 38m. 0s., Arrow 1h. 38m. 30s., Bessie 1h. 44m. 0s.

It will thus be seen that the Fairlie was already certain of the prize in the first class, and we may dismiss her at once by stating that she gained still more on the Bessie on the return journey. After getting round the steamer it was a dead beat through the Hope, and the Arrow quickly shifted her square-headed topsail for a jib-header. Off East Tilbury she made a capital long board on the starboard tack, and succeeded in weathering the Marguerite, who was also passed by the Bessie in the next board off the Kentish shore. At the Ovens Buoy the wind freshened, and Bessie slipped through Arrow's lee as she was getting out of a bother with her top-sail. Some interesting and close sailing now took place up Gravesend Reach between the Arrow and Bessie, of which the bigger boat finally got the best, and left her opponent rapidly in a long reach through Northfleet Hope. No other changes of position occurred, the boats finally finishing between the steamboat and flag buoy off Erith pier as follows:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fairlie.....	3	49	0	Arrow	4	9	0	Marguerite	4	22	30
Bessie	4	6	0	Rifleman	4	16	0				

The Fairlie won the first class prize; the Arrow and Rifleman the first and second prizes respectively in the smaller class.

JUNIOR THAMES YACHT CLUB.

The second match of this club was sailed on Saturday, June 30th. The following vessels entered :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
541	Violet.....	cutter	13	H. G. Kurnhardt, Esq.	Fife
	Fairlie.....	cutter	15	J. A. Limbert, Esq.	
	L'Erie	cutter	10	Major Lenon, v.o.	
	Nellie	cutter	9	E. H. Cameron, Esq.	
SECOND CLASS.					
6	Ada	cutter	3	W. A. Burrowes, Esq.	Stone
	Sally	cutter	7	T. Aveling, Esq.	
	Ida	cutter	4½	J. Rudkin, Esq.	
1960	Sea Mew.....	cutter	7	W. H. Williams, Esq.	
86	Arrow.....	cutter	5½	J. A. Sparvel-Bayly, Esq.	
1892	Rifleman	cutter	7	J. Pim, Esq.	

The course was from Greenhithe round the East Blythe Buoy and back to Greenhithe. In the first-class the first prize was a cup value £15, and the second an aneroid barometer, presented by G. Dyer, Esq. For the second class the first prize was a cup value £8, and the second a spirit compass.

There was a nice topsail breeze from north-west. The Arrow and Ada got away very smartly, and the former at once took a long lead of the rest. The first-class boats were started five minutes after the little ones. The Nellie and Violet got away well. The Fairlie was longer canting, and was under way last, but soon ran up to the others. At Broadness she and L'Erie were leading close together, and though she passed L'Erie in Northfleet Hope, she could not shake her off much before they got to Mucking. Here, after entering Sea Reach, although the wind was rather shy, Fairlie managed to carry her spinnaker, which drew her away from L'Erie, who did not set hers again till off Hole Haven, by which she gave Fairlie a long lead. In the second-class the Arrow continued to draw away very fast in spite of an accident to her spinnaker off Gravesend, which let up the others a little; but they could not catch the clipper, who was not even passed by the Fairlie till nearly at the bottom of the Lower Hope. Off Gravesend the Sea Mew was second in her class, followed by the Sally, Ada, Rifleman, and Ida. They kept this order down the Lower Hope, the wind here being strong enough to wet the lee scuppers, and the little fleet made a pretty picture in the bright sunshine, reaching along fast, with balloon jibs and topsails well full. The wind fell light in Sea Reach, but still there was a nice breeze. The tide suited to a nicety, and all the vessels rounded on the very last drain of the ebb, as follows:—Fairlie 1h. 37m. 20s., L'Erie 1h. 48m. 20s., Arrow 1h. 52m. 20s., Nellie 1h. 59m. 40s., Sally 2h. 0m. 30s., Sea Mew 2h. 9m. 35s., Ada 2h. 2m. 30s., Ida 2h. 2m. 5s., Rifleman 2h. 3m. 0s., Violet 2h. 4m. 5s.

After rounding, the Fairlie stood on for the north shore, and L'Erie followed her example, as also did the Sally and Rifleman (which soon after-

wards got ashore). The Arrow more wisely worked the slack water on the Blythe, the Ada and Sea Mew doing the same. As soon as all were round, it was evident that the little Ada was a dangerous antagonist to windward, for she headed the Sea Mew in two short boards and was off after the Sally, who had got a lucky puff on the north shore and was standing well up. The little Ada, well handled, stuck to her enemy, and after a well-contested fight to windward, passed her off Rosherville. The Arrow led the second-class up, and, as will be seen by the time, the first-class boats could hardly get away from her.

The Fairlie when leading well, got ashore off Hole Haven, and was stuck fast till L'Erie came up even with her, although a little to leeward, when she got off, and gradually drew away from the smaller vessels, but not sufficiently to save her time. The race finished as follows:—

	h. m. s.		h. m. s.		h. m. s.
Fairlie.....	4 36 30	Ada.....	4 59 19	Sea Mew.....	5 5 7
L'Erie ..	4 40 41	Nellie	5 0 5	Violet	5 8 6
Arrow	4 44 18	Sally	5 0 30		

There was a nice topsail breeze all day, with puffs at times sufficient to wet the lee scuppers.

In the first-class the L'Erie took the first prize, and the Nellie the second. In the second-class the Arrow took the first, and the Ada the second. L'Erie and Arrow (late Madge) are both by Stone of Erith. This was the Arrow's seventeenth prize and seventeenth race. L'Erie has only sailed once before; but when she is got into proper trim she seems likely to take a leaf out of her little sister's book. The sailing of the little Ada throughout the day was highly creditable, and one wondered how a so tiny a boat could hold her own against some of the nine and ten tonners as she did.

July 27th.—For the prizes of £10 and £5 for first-class yachts, and £7 and £4, for second-class yachts, the following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
FIRST CLASS.					
1840	Ripple.....	cutter	8½	W. P. Davies, Esq.	Fife
	Valentine	cutter	11	W. H. Williams, Esq.	
	L'Erie.....	cutter	10	Major Lenon, v.c.	
1725	Pilot	lugger	9½	S. A. Moore, Esq.	Corby
SECOND CLASS.					
94	Atalanta.....	lugger	4	A. E. Venn, Esq.	
1832	Rifleman.....	cutter	7	J. Pim, Esq.	
6	Ada.....	cutter	8	W. A. Burrowes, Esq.	
87	Brisk	cutter	6	L. G. Moore, Esq.	

They were started off Greenhithe at 11h. 30m., the small ones five minutes earlier, before a light north-west breeze, and all went off down the Reach on the starboard tack. The Valentine was the first under canvas, and drew ahead; but she was soon caught by L'Erie, and then in the very light wind she could not overhaul the Brisk, Ada, and Rifleman, who, with their large

racing canvas, kept the lead they obtained at the start. L'Erie, however, caught them off Gravesend, and seemed in fine trim to-day. Before they got through the Lower Hope the flood tide began to make up, and Mr. Bayly determined to shorten the course. Accordingly the steamer came to anchor just above Lower Hope Point, and the little fleet there rounded her at :— L'Erie 1h. 31m. 5s., Brisk 1h. 47m. 8s., Ada 1h. 48m. 7s., Rifleman 1h. 48m. 25s., Valentine 1h. 50m. 15s., Atalanta 1h. 51m. 30s., Ripple 2h. 8m. 30s.; Pilot not timed.

The Ripple got jammed by the tide in a calm under the south shore, and the steamer had got her anchor before she succeeded in hauling round. They now had to face the wind, and L'Erie not very prudently commenced the beat with a balloon jib and balloon topsail. But the error of this was soon found out, and a working jib replaced the balloon after the first board on the north shore, yet not before the Brisk had griped up pretty close under her lee. The Valentine, like the Brisk and Ada, was sailed very prettily in turning to windward, and it was quite on the cards that, with a little longer beat, she would have overhauled L'Erie. The Ada would have finished third, but, in standing across the river to weather the winning buoy, she was crossed by a tug towing a ship, and then instead of bearing up—she had overreached a little—and going under the stern of the ship, she shoved her helm down, and went round to the port tack under the ship's lee. But she went up the river with the tide as fast as the tug, and would have never got clear; accordingly round she came again, and bore up, having at last to run her boom right off to rip through the tide and make the buoy. In the meantime the Valentine got to the mark, and Ada, by the misadventure, just missed taking the first prize from Brisk by time. The match ended as under:—

	h. m. s.		h. m. s.		h. m. s.
L'Erie	3 15 25	Ada	3 25 55	Ripple	3 35 15
Brisk	3 19 48	Rifleman	3 30 20	Atalanta	3 40 36
Valentine	3 20 45				

L'Erie and Valentine were the winners in the first-class, and Brisk and Ada in the second-class.

After the match was concluded Mr. Bayly took the company up the river for a couple of hours to make the day out, and everyone on board seemed to much approve of this arrangement.—*Field*.

IPSWICH REGATTA.

THE annual regatta took place on June 26th. There was a strong wind from the south-west, cloudy, and cold, and later in the day heavy rains; notwithstanding which the matches were keenly contested. For the first match, yachts not exceeding 10 tons, a silver cup value £7 7s., and £3 3s. to second boat; time race, one minute per ton. The following entered:— Mabel, cutter, 5 tons, H. A. Leverett, Esq.; Zephyr, cutter, 9 tons, D. West, Esq.; Dream, cutter, 8 tons, W. Cuckow, Esq.; Criterion, cutter, 8 tons, S. E. Ellis, Esq.

The course was round the Cork Light-ship, passing between the Beach End and Cliff Foot Buoys, keeping the Channel up to Ipswich, finishing at the committee boat. The Criterion was to the windward, Dream being next, and then Zephyr, whilst Mabel was to the leeward. The Dream and Criterion, however, being under the leeshore, did not feel the wind so much as Mabel and Zephyr, which went away with the lead. The Zephyr soon hoisted her spinnaker, and Mabel boomed out her balloon jib, Dream and Criterion starting with balloon jibs and foresails. The Mabel was the first to get her topsail set, and the quickest with her canvas altogether. In going down the Long Reach, Dream endeavoured by strategy to get to the windward of Mabel, but Mabel was fully alive to the little game, and in the manœuvres which followed, both lost ground, allowing Zephyr to materially increase her lead. After a time Dream went to the windward, and passed Mabel off the Lower Pilot Boat. The start was effected at Pin Mill, and at Collimer Point they were timed as follows:—Zephyr 12h. 24m. 0s., Mabel 12h. 26m. 0s., Dream 12h. 26m. 15s., Criterion 12h. 27m. 0s. In the return journey Zephyr was the first to come in sight, and Dream next, but some distance behind, as the following will show, being the winning times:—Zephyr 3h. 38m. 25s., Dream 3h. 46m. 45s., Mabel 3m. 52m. 40s., Criterion 3h. 57m. 0s. The Zephyr and Dream were, therefore, the prize-takers.

The remainder of the matches were of local interest only, consisting of contests for spritsail boats, four-oared, and other boat races.

GRIMSBY REGATTA.

THIS regatta took place on the Humber on Monday, July 15th, there were six yachts entered, but only three competed, viz:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Bullders.
13	Aglaia.....	schooner	45	W. F. Masterman, Esq.	Steele
247	Christabel	cutter	51	Col. Gourley, M.P.	Aldous
1685	Petrel	schooner	14	Capt. Seddon	Fife

The Sapphire, Sirex, and Ivy cruised about, but did not compete, through some difficulty in the handicapping. The prize for the yachts was a purse value 40 guineas, to be sailed for by yachts of 12 tons and upwards, twenty seconds per ton allowed. There was also a fishing smack race of considerable interest, but, owing to the great number of vessels at the fishing grounds, only seven were entered, viz:—Acceptor, Mary Ann, Integrity, Teazer, Crusader, Will Dawn, and Zingra. The wind was blowing strongly from the north, and the yachts and smacks reached across the Humber, and then made for the No. 7 Holme-ridge Buoy, which the Christabel rounded at 12h. 20m. 0s., the Aglaia at 12h. 28m. 0s., and the Petrel at 1h. 3m. 0s. Then

came the smacks, very near together :—Will Dawn 12h. 46m. 0s., Integrity 12h. 47m. 0s., Acceptor 12h. 47m. 15s., Crusader 12h. 48m. 15s., Zingra 12h. 49m. 10s., Teazer 12h. 50m. 0s., Mary Ann 1h. 1m. 45s.

When rounding the buoy the Acceptor carried away her bowsprit. From the No. 7 buoy to the Bull light-ship was a splendid race with the smacks. The yachts had rounded before the committee boat was near enough to time them except the Petrel, which rounded at 2h. 33m. 30s. When nearing the Bull, the Mary Ann blew away her gaff-topsail, and did not round till 2h. 31m. 0s. The remainder were in the following order :—Wild Dawn 1h. 57m. 5s., Crusader 1h. 59m. 55s., Teazer 2h. 0m. 30m., Integrity 2h. 0m. 37m., Zingra 2h. 1m. 40s., Acceptor 2h. 3m. 0s.

As the vessels made way for the flag-ship they were splendidly handled, not a point was lost; but the wind in the afternoon abated, and some of the lighter vessels gained an advantage. The Crusader kept near the coast, where she had no tide to contend with, and towards the close of the race the question of greatest interest was whether she would have to tack; if not, she would win. Very soon the point was decided by the gun from the flag-ship announcing that she had passed at 4h. 15m. 0s., Integrity 4h. 16m. 0s., Will Dawn at 4h. 17m. 0s. Then followed Acceptor, Zingra, Teazer and Mary Ann. The yacht race was a somewhat hollow affair. The Christabel passed the flag-ship at 2h. 50m., 0s., Aglaia 3h. 26m. 0s., and Petrel 4h. 57m. 0s. The Crusader belongs to the firm of Smith, Stephenson, and Co. by whom she was built; her prize was £15. The Integrity belongs to Mr. Twyman, and won £5. The yacht prize, of course, went to the Christabel.

PRINCE OF WALES YACHT CLUB.

THE ocean match of this club, from Gravesend to Ramsgate, was sailed on July 13th; eleven yachts were entered, but the following only came to their stations:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2531	Watersprite	cutter	40	C. Borrás, Esq.	Harvey
1584	Oberon	cutter	20	J. A. Sparvel-Bayly, Esq.	T. S. B. Co.
521	Eva	cutter	22	Messrs. Low and Burd	Wanhill
541	Fairlie..	cutter	15	J. A. Limbert, Esq.	Fife
1840	Ripple.....	cutter	9	W. P. Davis, Esq.	Fife
1296	Marguerite	cutter	7	C. Eltham, Esq.	
354	Dagmar	cutter	5	J. Fleuret, Esq.	

In a flying start the Fairlie took the lead, and held it to the North Foreland, where the Oberon, which had been sailed with great judgment, caught her, and in a dead beat to windward and against tide to Ramsgate, snatched the first prize from her, winning off the East Pier head at :—

	h. m. s.		h. m. s.		h. m. s.
Oberon	4 31 15	Fairlie.....	4 42 50	Ripple.....	5 56 0

The others not timed.

Oberon thus won the £25 prize, Fairlie £15, and Ripple £10 for yachts under 10 tons.

TEMPLE YACHT CLUB MATCH.

THE second match of this club came off on the 15th July. Course, from Erith round the Middle Blythe Buoy, and back to Erith. The following started:—Wanderer, 5 tons, S. Annoot, Esq.; Rifleman, 7 tons, J. Pim, Esq.; Little Vixen, 4 tons, B. Hatchman, Esq., Gnat, 4 tons, B. Hatchman, Esq., Bessie, 10 tons, H. N. Hewitt, Esq.; Stella, 4 tons, H. Miller, Esq. The Zouave and Rover entered but did not make their appearance at their stations; which were taken by the others at about eleven o'clock. The gun for making ready was fired at 11h. 48m., two minutes after to start. A fresh wind W.b.W. was blowing at the time, the Gnat was the smartest in getting away followed by the others, except the Stella, which it seemed could not get her anchor up, the Bessie soon took the lead, all set balloon jibs and balloon or square-top-sails, the Wanderer had to lower her topsail and afterwards her mainsail, which caused her to lose a great deal of ground. Off Purfleet, strong puffs of wind compelled the Gnat to lower her topsail. Tide being nearly down the steamer was anchored about two miles above the Middle when the yachts rounded her in the following order:—Bessie 1h. 52m. 55s., Rifleman 2h. 3m. 40s., Gnat 2h. 7m. 0s., Wanderer 2h. 17m. 0s., Little Vixen 2h. 17m. 18s., Stella not timed.

On the homeward journey the Bessie had the misfortune to carry away her cross-tree, but notwithstanding this she kept the lead, a fine sailing breeze continuing throughout, the flag-boat and steamboat were rounded at Erith thus:—

	h. m. s.		h. m. s.		h. m. s.
Bessie	4 20 30	Gnat	5 2 0	Little Vixen ...	5 21 10
Rifleman	4 42 0	Wanderer	5 15 4		

The prizes were presented by the Commodore, J. B. Fleuret, jun. Esq., on board the steamboat in presence of a large company, the Bessie, first prize, Rifleman, second prize, cups of the value of £6 and £3; Gnat, third prize, a watch presented by G. Dyer, Esq.; Little Vixen, 4th prize, a gold ring presented by the Rear-commodore H. N. Hewitt, Esq.

The company on board spent a very pleasant day and was highly satisfied with the proceedings.

ANNUAL SAILING BARGE MATCH.

THE tenth annual sailing barge match, conducted most ably by a committee of the leading members of the Corn and Coal Exchange and other large owners of craft on the Thames, came off on Tuesday, July 16th, under very

unfavourable conditions of wind and weather, although very enjoyable in other respects. The following were the entries according to their stations:—
Topsail Barges—Alice Lloyd, 39 tons, Mr. E. Lloyd; Bessie Hart, 41 tons, Mr. C. Wood; Lizzie, 38 tons, Messrs. Taylor and Horsford; Frederick, 34 tons, Mr. R. Stone; Blue Bell, 37 tons, Mr. H. Little; Vauxhall, 40 tons, Messrs. Formby Brothers; Louisa, 41 tons, Mr. G. Blackmore; Alexandra, 47 tons, Mr. S. Court; Echo, 36 tons, Mr. W. H. White;
Spritsail Barges—Renown, 39 tons, Messrs. Lee, Son, and Co.; Mersey, 40 tons, Grays Chalk Quarries Co.; Onward, 36 tons, Mr. J. D. Drake; Tweed, 40 tons, Grays Chalk Quarries Co.; Maria, 34 tons, Mr. C. Wood; Invicta, 39 tons, Messrs. Lee, Son, and Co.; Harriett, 36 tons, Mr. R. Shrubsall; Louisa and Alice, 38 tons, Messrs. Nash and Miller.

The topsail prizes consisted of a 20 guinea cup (presented by the underwriters at Lloyd's) for the owner, and 10 guineas for the crew; second, £12 cup and £5 5s.; third, £8 cup and £3 3s.; fourth, £5 cup and £2 2s.
Spritsails—First prize £16 cup to the owner (presented by Mr. H. Dodd's friends), and £10 10s. to the crew; second, £10 cup and £5 5s.; third, £7 cup and £3 3s.; fourth, £5 cup (also presented by Mr. H. Dodd's friends) and £2 2s. A champion flag to each class, presented by H. Dodd, Esq., as heretofore.

The spritsails were started at 10h. 30m. by Cecil Long, Esq., the Commodore, at Erith, the topsails at 10h. 43m. Wind very light from W.N.W., but variable. All canted to the northward, the Louisa and Aline, Harriett, and Invicta from their positions showing slightly in front. The topsails start was exceedingly good, the Frederick drawing a slight lead with the Echo. Off Purfleet their order was as follows:—**Topsails**—Echo, Alice Lloyd, Louisa, Alexandra, Lizzie, Bessie Hart, and Frederick; and of the spritsails the Invicta led, followed by Harriett and the Louisa and Alice. In St. Clement's the Alice Lloyd and Alexandra took a more southerly course than the rest, and the result was that at Broadness they came out with the lead as first and second. So paltry was the wind that they did not breast Gravesend until one o'clock, when a light breeze sprung up from the west, and the Alice Lloyd, sailed as usual with great skill, drew ahead nearly half-a-mile, Lizzie being second, Alexandra third, Bessie Hart fourth, and Echo fifth. The wind died away in the lower part of the Reach, and they were all thrown together again by the influence of the tide.

At 2h. 30m., it being dead low water, Mr. Long ordered the signals to be fired for the topsails to round the Albert Edward at the Lower Hope Point, and the spritsails a tug nearly a mile higher up. The former of these rounded as follows.—Alice Lloyd 2h. 36m. 0s., Bessie Hart 2h. 40m. 10s., Alexandra 2h. 40m. 30s., Lizzie 2h. 41m. 0s., Echo 2h. 46m. 20s., Frederick 2h. 51m. 50s., Vauxhall 3h. 18m. 40s., Blue Bell 3h. 22m. 20s. **Spritsails**:—Harriett 2h. 53m. 30s., Invicta 3h. 3m. 25s., Maria 3h. 4m. 0s., Renown 3h. 4m. 50s., Tweed 3h. 6m. 30s., Onward 3h. 15m. 31s., Mersey 3h. 38m. 40s., Louisa and Alice 3h. 48m. 50s.

There was but little wind when they rounded, which was done very smartly,

but it had gradually freshened, and there was a nice little breeze as they got up to Gravesend. In beating up to windward the Harriett and Maria lost their places to the Invicta and Renown, victorious craft of former years, and the Tweed, Maria, and Harriett made a very fine race. In the topsails the Alice Lloyd retained her own, the Lizzie falling astern, while the Alexandra and Bessie Hart enjoyed second and third places, the Alexandra acquiring the position by keeping her course at Greenhithe, while the Bessie made a short board, and the race finished thus:—Topsails—Alice Lloyd (first prize) 6h. 45m. 0s., Alexander (second) 6h. 48m. 0s., Bessie Hart (third) 6h. 49m. 40s., Echo (fourth) 6h. 55m. 50s. Sprintsails—Invicta (first prize) 6h. 40m. 50s., Renown (second) 6h. 47m. 0s., Harriett (third) 6h. 21m. 55s., Tweed (fourth) 6h. 56m 0s.

The crews were afterwards entertained with a dinner at Erith. The arrangements on board the committee boat gave universal satisfaction, including the liberal catering of Mr. C. Boncey, the steward.

KING'S LYNN ROADSTEAD REGATTA.

THE sailing match in connection with this annual regatta took place on Monday, July 22nd. The prize contended for was the Challenge Cup, value 30 guineas, with the entrance fees added; open to yachts of any rig belonging to Lynn or Boston; the course was from the Alexandra Dock Head down the Lynn Channel and chops to the Lynn Well Light, leaving it on the starboard hand, thence home to the Dock Head again. The entire course sailed under ordinary weather is about 42 miles. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
	Amateur.....	yawl	9	Messrs Garfit & Staniland	
912	Iris	cutter	17	R. Gay, Esq.	
2581	Wild Duck.....	cutter	18	F. J. Cresswell, Esq.	Honigold
	Pearl	cutter	14	F. Archer, Esq.	
	Clara	cutter	7	W. Walker, Esq.	
2541	Waterwitch	cutter	7	E. J. Howes, Esq.	
1802	Rambler	cutter	6	T. Boston, Esq.	Spencer

The above were moored in a line, with the exception of the Amateur which was stationed higher up the river, and miscalculating the starting time (9h. 30m.), crossed the proper line before firing of the first gun, and disqualified herself for the race.

A good start was effected, the Rambler being the first to feel her canvas, closely followed by the others, all hauling their spinnakers out on the bowsprits, the wind being from the S.S.E. In going down the cut the Waterwitch was well to the westward, while the Clara, in crossing over to the east side, became "blanketed" as it were by the larger craft. After various

changes in their positions when off the Bulldog, abreast—Wild Duck 12h. 15b. 0s., Pearl 12h. 19m. 45s., Waterwitch 12h. 25m. 0s., Iris 12h. 27m. 0s., Clara 12h. 28m. 0s., Rambler 12h. 28m. 5s.

In rounding, the Wild Duck, by staying too quickly, lost some five minutes, which allowed the Pearl to come up nearly even with her, and the others following in the order named, made a very pretty picture, the whole fleet standing along one after the other closed hauled to the westward, homeward bound. The Rambler now made some good work to windward, and drew up again to contend with the Pearl for the second place. The Waterwitch, also well sailed, was improving her position, while the Clara kept pegging on her way, and had not lost her chance in the race. At that part of the Long Sand called the Rodger the Wild Duck still was leading, the Pearl next, followed by the Waterwitch and Clara. Soon after this there was more wind. In the meantime the Rambler had lost her topsail. The bowsprit of the Iris also went at 1h. 26m. p.m., when a surprise came in a heavy squall from S.S.E. The example of the Wild Duck striking her fore-topsail was followed by the others, and the Waterwitch's big jib was also hauled down, reefs were taken in, and all looked out for squalls. With this it was a foregone conclusion that the smaller craft had no chance left. At or about a mile below the Gut Buoy the Pearl made some capital sailing, and succeeded in weathering the Wild Duck no less than three times; while the latter's fore-gaff topsail now went—this time with the halliards also. Then again she was weathered by the Pearl; and worst of all, at 3h. 30m., by "hugging too much," she went on shore on the west side of the Wisbech Ridge, where she remained until the rising tide released her some twelve minutes afterwards. The arrival home was made in the following time:—

	h. m. s.		h. m. s.		h. m. s.
Pearl	5 24 30	Wild Duck.....	5 38 40	Rambler	5 41 15
Iris	5 37 20	Waterwitch	5 38 45	Clara	5 56 30

DOVERCOURT REGATTA.

This annual event came off on July 25th. Amongst the usual events the most interesting was the match for yachts of 10 tons and under for a cup presented G. J. Hankey Dobree, Esq., value £10 10s., for which the following entered:—Josephine, 10 tons, J. Hankey Dobree, Esq.; Mabel, 6 tons, H. A. Leverett, Esq.; Violet, 9 tons, J. Tredell, Esq.; Arrow, 5 tons, J. A. Sparvel-Bayly, Esq.

An interesting race resulted in the Arrow winning easily at 2h. 31m. 0s., followed by Mabel at 2h. 37m. 15s., Violet 2h. 38m. 33s.

SOUTHAMPTON REGATTA.

THE annual regatta of West Quay Amateur Regatta Club took place on Monday, July 29th, and the weather was all that could be wished, both for the sailing and rowing matches.

For the plate of £15, presented by Count Batthyany, and a purse of £10; second prize a purse of £5 for yachts not exceeding 21 tons, one minute per ton time allowance, the following started :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
873	Ildegonda	cutter	15	R. Langtry, Esq.	Hatcher
2410	Vampire.....	cutter	20	T. Cuthbert, Esq.	Hatcher
1794	Quiver	cutter	12	T. Chamberlayne, Esq.	Owner
429	Dudu	cutter	15	Major Grimston, Esq.	Hatcher
348	Cynthia	cutter	13	W. Butlin, Esq.	Bisson

The course was from the station vessel round a flag-boat moored off Cracknore hard; thence round the U.S. ship Plymouth off Netley, returning again to the station vessel; three times round. The wind was fresh from the south-west. The start was effected at 11h. 49m. L'Erie had left the Thames to take part in the match, but could not get round in time.

The Quiver was the first to lead, followed by the Cynthia, Dudu, Vampire, and Ildegonda. The station vessel was passed the first time by Quiver one minute ahead of the Cynthia and Dudu, which were beam and beam. The Vampire was the first to be seen coming back, leading by some distance, but a protest was made by the Quiver that the Vampire had not rounded the Plymouth. The first round was completed as follows :—Vampire 1h. 2m. 27s., Quiver 1h. 8m. 35s., Dudu 1h. 9m. 50s., Ildegonda 1m. 12m. 23s., Cynthia 1h. 13m. 54s.

The Vampire in going down the second time went ashore on the Gymph, and remained there so long as to be obliged to give up the race. The Quiver now had the lead, followed by the Ildegonda, the second round being timed as follows :—Quiver 2m. 30m. 51s., Ildegonda 2h. 34m. 12s., Dudu 2h. 36m. 42s., Cynthia 2h. 46m. 7s.

The Quiver by this time had got a good lead, which she kept to the last. The race was now between the Ildegonda and Dudu for the second place. These two were well handled, and the Ildegonda managed to be in front by 4secs. only, the race terminating thus :—

	h. m. s.		h. m. s.		h. m. s.
Quiver.....	4 26 24	Ildegonda	4 29 6	Cynthia	4 44 30

The Quiver took the first prize, and the Ildegonda the second.

GOOLE REGATTA.

HELD on Monday and Tuesday, 29th and 30th of July, under the patronage of Lord Wharncliffe, the members for the division, and the resident gentry, many of whom were present. The chief race on Monday was that for the "Aire and Calder Prize," for which ten yachts entered:—Peri, 11 tons R. Walham, Esq. ; Camilla, 6 tons, F. H. Goddard, Esq. ; Rambler, 6 tons

G. W. Thomas, Esq. ; Pixie, 9 tons, A. E. Pearson, Esq. ; Chlora, 7 tons, C. M. Earl, Esq. ; Coquette, 3 tons, J. Taylor, Esq. ; Star, 3 tons, J. Bennett, Esq. ; Glance, 5 tons, J. Alcock, Esq. ; Fairy, 3 tons, Messrs. Stamp and Holt ; Arrow, 2 tons, S. C. Newton, Esq.

Unfortunately there was so little wind that the race was a good deal marred. The Peri from the first took the lead, the Camilla, Rambler, and Pixie coming astern nearly abeam, the Chlora and Coquette followed, and were the only other yachts which made a conspicuous appearance during the race. In coming up the Goole Reach for the second time, there was a dead calm, and the yachts had to anchor for upwards of an hour and a half within a quarter of a mile of the winning post. Between four and five o'clock a little breeze, just before a rainstorm, blew, and they finished at once in the following order:—Peri 3h. 25m. 12s., Camilla 3h. 45m. 37s., Rambler 3h. 36m. 1s., Pixie 3h. 46m. 9s., Chlora 3h. 46m. 20s., Coquette 3h. 48m. 26s.

The Tradesmen's Prize (sailing match) fell through in consequence of the absence of wind. For the Goole Challenge cup race (a rowing match for four-oared in-rigged boats) the prize was taken by Ouse Goole A.R.C., the Hull Kingston R.C. being second.

On Tuesday the weather was much more favourable, and some capital sport took place. The first sailing match was for Salt's prize, first value £10, second £8. The Glance, Coquette, Rambler, Chlora, Pixie, Camilla, and Peri started at 1h. 45m., and as a stiff breeze was blowing, it was as much as the smaller boats could do to keep afloat. The Peri again showed herself by far the strongest sailer, and gained on her competitors at every point in the course. The Coquette, in starting, took the second place, but had quickly to give way to the Rambler and the Pixie. The Camilla, who had a very bad start, was again unfortunate, and ran ashore on the Sandhall Bank in returning towards Goole. The race closed capitally in the following order:—Peri 1h. 15m. 35s., Pixie 1h. 20m. 13s., Rambler 1h. 21m. 19s., Chlora 1h. 24m. 22s., Coquette 1h. 25m. 1s., Glance 1h. 34m. 55s.

In the match for the Rotterdam prize, for boats not exceeding 22ft. at the lowest part of the keel, the Cambria (Messrs. Skelton Brothers) won, the Star (Mr. J. Bennett) being second, and the Junk (Mr. C. Carline) third.

MALAHIDE REGATTA.

THE regatta at this favourite watering place, which thanks to the exertions of the committee, headed by the hon. secretary, Charles H. Dillon, Esq., has now become an annual institution, took place Monday 29th July, and was a decided success. The weather was most propitious both for sailing and rowing, a nice medium breeze blowing, coming from due east in the morning, veering to about E.N.E. as the time for starting the yachts arrived. Twelve o'clock was fixed for the first yacht race to start from the bar, for the Malahide cup, value £15, open to yachts of 15 tons and under, but the committee deemed it advisable to detain them a short time, as the breeze

being pretty good they would have got back to the rivers mouth before there was water enough for them to get up.

At 1h. 23m. the Petrel, W. G. Jameson, Esq., 12 tons, R.A.Y.C.; Pastime, J. St. Clare Byrne, Esq., 10 tons, R.A.Y.C.; Lady Alice, J. M'Keon, Esq., 8 tons, I.M.Y.C.; and Topsy, W. Adams, Esq., 8 tons, I.M.Y.C.; made a flying start of it from an imaginary line between the flag-boat off Bar and a boat to the westward of it, thence round a flag-boat near Ireland's Eye, then to flag-boat moored half-a-mile to the north-west of Lambay harbour, back to Ireland's Eye, round boat at the Bar, winning at the Coastguard yacht. The Lady Alice timed it nicely, passing the boat first, making a capital start, Pastime in her wake; Petrel on Pastime's weather; Topsy a good last. Shortly after passing the Pastime, with a balloon-jib set and jib-topsail over it, ran through Petrel's lee. At starting Lady Alice had her spinnaker set on the boom, which was a mistake, as the wind being nearly abeam it would not draw she lost much time in shifting it to the bowsprit.

It was soon apparent that the race would be between Pastime and Alice, as they quickly dropped the Topsy and Petrel astern. Before nearing the flag-boat at Ireland's Eye, Pastime passed the Alice on her weather, taking the flag-boat from her by a minute. The two staying round it commenced their route to Lambay, close hauled on starboard tack, Topsy and Petrel keeping on the port-tack, heading away for the eastward, evidently on an exploring expedition of their own. Pastime and Lady Alice now set jib-topsails; that on the Alice not being the slightest use to her, while Pastime shifted her balloon for a working jib. The Lady Alice fore-reached on Pastime, but not holding as good a wind, when they tacked to weather the flag-boat at Lamby, Pastime was well ahead. From this the relative position of the two boats did not change—Pastime arriving the winner at 5h. 8m. 30s., Lady Alice 5h. 26m. 15s., Topsy and Petrel not timed.

The Ripple was entered for this race, but in beating out of the river in the morning with a foresail abaft the mast for a trysail, she missed stays and went on the bank, where she remained until five o'clock in the afternoon. This was much deplored by yachting men, as the race would have been much more interesting if she had met the Pastime at a difference of 2m. 5s. given by the No. 3 scale of the Royal Alfred Yacht for a twenty-four mile course, under which the race was sailed.

Shortly after the former race started, the boats of seven tons and under got away, the course being from the flag-boat at Bar to flag-boat at Ireland's Eye, back up river, round Coastguard yacht, thence round again the second time. There were five entries for this race, viz:—Dream, 6 tons, J. Kelly, Esq., I.M.Y.C.; Torment, 5 tons, J. Todhunter, Esq., R.A.Y.C.; Peri, 6 tons, J. B. Wynne, Esq.; Cygnet, 3 tons, W. Doyle, Esq.; and Snowdrop.

At the start all were some distance behind the line, on hearing which Dream and Torment were close together, Torment to windward, and the first to pass the line; next, the Dream, Snowdrop, and Cygnet, the Peri not starting, the Cygnet a good distance behind. This race can be briefly told, the yachts retained the relative positions in which they passed the flag-boat

to the end, excepting that the Cygnet shortly after the start passed the Snowdrop, and the race concluded :—Tormont 2h. 30m. 0a., and Dream 3h. 45m. 0a. Cygnet not timed. Tormont winning a very beautiful cup value £7; Dream, a locket.

There was also a sailing match between coastguard boats ; and some good rowing matches as well.

ATHLONE REGATTA.

THIS regatta came off on July 31st, on Lough Ree, wind north-east during the day. The following yachts entered for the £20 challenge cup with £10 added. Time allowed one minute and-a-half per ton :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
802	Corsair	cutter	15	Capt. Holmes	Hatcher
	Virago	cutter	11	Lord Avonmore	
	Haidee	cutter	8	H. Jackson, Esq.	
	Fairy	cutter	7	W. Waller, Esq.	
	Norah	cutter	5	J. C. Campbell, Esq.	

It was a close haul to the Yew Point, the Corsair led out of Althone Bay and rounded mark in Hodson's Bay 1m. 5a. ahead of Haidee, Virago third, some distance behind, the Fairy and Norah passing the mark together two minutes later, these positions were maintained to the Yew Point Buoy, where all shifted for balloon canvas for run home, Haidee overhauling and passing to windward of Corsair at Carberry Island, and rounded flag-boat at Athlone Bay 17secs. before the Corsair, in rounding a puff struck the Haidee with her balloon-topsail set, and she lost her topmast, Corsair passing Haidee became leading yacht, however, Haidee having smartly cleared the wreck on the close haul to Yew Point weathered on Corsair, and passed Yew Point Buoy ahead of her, but from loss of topmast being unable to set a topsail or spinnaker was again passed by the Corsair. The yachts rounded the buoy at Athlone Bay as under :—

	h.	m.	s.		h.	m.	s.
Corsair.....	5	27	0	Virago	5	34	0
Haidee	5	31	0	Fairy	5	39	0

Mr. Jackson's Haidee thus won a hard fought race with 10m. to spare. Fairy took second, and Virago third place.

There was also a race for a £10 challenge cup, £6 added for boats not to exceed 20ft., 5ft. beam, with fixed keels. The following boats entered—viz., Secret, Mr Swain ; Dolly Varden, Mr. Burgess ; Skip Jack, Mr. Percy.

The race was won easily by the Secret, beating the Dolly Varden by 50m., Skip Jack giving up the race when half round.

The race for the challenge cup presented by P. Maxwell, Esq., with £10 added was postponed till August 2nd, time one minute per ton. On that day the following yachts entered :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
306	Corsair	cutter	15	Capt. Holmes	Payne
	Countess.....	cutter	14	Capt. Smithwick, Esq.	
	Virago	cutter	11	Lord Avonmore	
802	Haidee	cutter	8	H. Jackson, Esq.	Hatcher
	Fairy	cutter	7	W. Waller, Esq.	
1485	Mist	schooner	9	W. Potts, Esq.	

The six yachts cast to starboard, Countess leading out of the Bay, Corsair second, Haidee third, Virago fourth, Fairy fifth, and Mist sixth, these positions were maintained during the first round, when the Mist retired. In the second round Countess, Corsair, and Haidee drawing ahead of the others, the arrival at Athlone buoy after the second round was as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Countess	4	0	0	Haidee.....	4	5	40	Fairy	4	24	10
Corsair	4	1	0	Virago	4	19	0				

This was a very close and well contested race. Mr. Jackson's boat the Haidee being again victorious and won the cup with 20sec. to spare.

GALEY BAY REGATTA.

THE annual regatta at Galey Bay on Lough Ree, came off on Thursday, August 1st, from want of wind the yacht races were postponed till Saturday, 3rd of August, however, there were well contested pulling matches.

August 3rd the following yachts were at their station to run for a very handsome silver challenge shield, presented by Lord Crofton, with a purse of sovereigns added. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
306	Corsair	cutter	15	Capt. Holmes	Payne
	Countess.....	cutter	14	Capt. Smithwick	
	Virago	cutter	11	Lord Avonmore	
802	Haidee	cutter	8	H. Jackson, Esq.	Hatcher
	Fairy	cutter	7	W. Waller, Esq.	

Only four yachts started as the Haidee although she had replaced top-mast carried away the day before would not enter.

All got off together for the run of four miles to Wood Shoal Buoy. In rounding this buoy the Corsair ran into Countess, cutting her rail with her

bobstay, and running her bowsprit through her mainsail, splitting it from foot to over the second reef, carrying away her own bobstay by the collision. The crew of the Countess at once hauled down two reefs, Corsair repairing her bobstay, and both yachts had a neck and neck race on the close haul to Mackinish buoy, here both shifted for balloon canvas for the run to Quaker Island, where they had a close haul to round flag-boat in Galey Bay. In lowering her balloon-topsail the Countess split it right up, and shortly afterwards carried away working topsail-yard at the slings. So that things looked very blue for the chance of the cup, however, her crew at once bent their square-header on balloon topsail-yard, and after as hard and well a fought race as was ever run, with everything against her, the good boat Countess eventually got in first in a very light breeze with two reefs down! against a 15-ton Fife boat under her whole sail! The Countess having won this challenge shield the year before, Capt. Smithwick thus deservedly became the owner of this handsome trophy. Fairy and Virago not saving their time

INTERCOMMUNICATION.

INTERCOMMUNICATION has been much advocated of late; it meets with our cordial approbation, and we shall be always glad to offer every facility to builders and yacht owners at home and abroad who are public spirited enough to make known the nature and the result of their experiments. Having been favoured with an extract from the *New York Herald*, which we conceive to be an admirable specimen of this profitable and interesting style of writing, we gladly avail ourselves of it in the hope that our yachtsmen may follow suit, and afford us the benefit of their experiments with the accompanying results. Material of this kind will give the inventive faculties something to feed upon; and, if it is liberally supplied, may produce fruits in another season. A private letter contains a remark which we venture to make public. "Everything seems to show how far we are from really knowing why a good vessel is better than a bad one. We appear to be only able to work backwards from results instead of forward to them; and in so doing very frequently (as this acute observer again remarks) attribute effects to the wrong causes, and cannot even make sure of reproducing the good qualities, much less of eliminating the bad." This being the case, a number of examples are necessary in order to form an opinion of the agencies at work, and the larger the number and the greater degree of care and discrimination we bestow on the examination and comparison of them, the greater is the probability that we may advance with something like certainty in the art of ship-building.

Our American friends are notoriously quick to seize upon an idea,

and very bold and skilful in carrying it out. They evince, too, a personal interest in the construction and sailing of their boats, which gives a peculiar zest to the sport. From what we hear, they seem to take a pleasure in small things as well as large, and those who have been taught to admire and respect the stately Sappho, will, we think, read with interest the description of the little Ripple, the Ripplechasers, Sparkle, and Co.

The main excitement in yachting matters East this season is centered in the doings of the smaller crafts. For the past few years the Dorchester, Lynn, Bunker Hill, and South Boston Yacht Clubs have been experimenting in different models of cat and sloop rig. The members of these different clubs are enthusiastic yachtsmen, as the owner of a yacht will in many instances also prove to be the modeller, builder, sailmaker, and captain. This tends to give more excitement in the various contests that ensue, as each little craft has numberless partizans who have perhaps assisted in some little feature of her construction, and therefore feel the warmest interest in her success and the defeat of the representative of the neighbouring village.

Innumerable small craft of about twenty-two feet water line have been constructed with a view to defeating and wresting the laurels of victory from the famous yacht Ripple. Now, as the New York portion of the yachting community are probably in blissful ignorance of the existence of such a craft as the Ripple, it may be well to give a slight sketch of her antecedents. She was built some ten or eleven years ago in Taunton, Mass., by two brothers of the name of Babbitt, for a gunning boat; but exhibiting remarkable speed, was slightly altered and made into what "our English cousins" would term a racing machine. Her dimensions are:—Length over all 25ft., length on water line 22ft., beam 8ft. 6in., draught 1ft. 10in., greatest width on water line 8ft., width at traffrail 5ft. 6in. She is cat-rigged, but hoists a small jib and topsail in light weather. The Ripple made her first appearance in Boston last year, and defeated everything she met, thereby giving immense impetus to the building of small yachts in general. Her owner is Vice-Commodore Macomber, of the South Boston Yacht Club. The Ripple is, *sans doute*, one of the ugliest looking small boats in existence; but when one comes to examine her lines with a more critical eye, she exhibits many excellent points, with a tendency towards fast sailing. She has a most decidedly flat floor, with a gentle incline fore and aft from the centre. There is no rounding off from the sides to the floor, but they are joined together at an angle of about 120 degrees. This point certainly does not add to her beauty, but is claimed to be the secret of her success, as when she lays over in the water the angle formed by the sides and floor act as a second centre-board and keep shoving her nose up to windward. She has a long, overhanging stern, that would send Bob Fish into ecstasies of delight, and as she is built with considerable sheer, when sailing by the wind she gets two or three more floor to sail on without having to pay for it on measurement. The Ripple has a twelve-foot centre-board and a small cabin, and is open to sail anything of the same water line in the world. Bostonians are fully aware of her speed, and it is an understood thing that the boat that beats the Ripple will be the champion of the

season, and some ten or a dozen small boats are now being constructed with that laudable purpose. Among the larger yacht owners things appear to be rather quiet, although the success of the schooner *Fearless* last season (built by Mr. Harrington) has excited a little spirit of rivalry.

THE SPARKLE is a cat-rigged yacht, built after the model of a Taunton boat called the *Empress*, she has been built for Messrs. Lawrence, Wilcox, and Blackmer, of the Bunker Hill Yacht Club.

THE VISION is the name of a new centre-board schooner that has been built for General R. H. Stevenson, of the Eastern Yacht Club. She has an oak frame, with hard pine planking and white oak stanchions. Her deck is of white pine. She has a trunk cabin with one large stateroom. There are four berths in the main cabin. There is nothing very peculiar in her model, but her lines are easy and she has a round stern. Her dimensions are as follows:—Tonnage (old measurement) 50 tons, length on water line 55ft., beam 17ft., depth of hold 6ft. 6in., draught, without board 6ft., draught, with board 14ft. centre-board case 15ft., length of mainmast 57ft., length of foremast 55ft. 6in., length of topmasts 20ft. 6in., length of main boom 43ft., length of fore boom 20ft., length of main gaff 23ft., length of fore gaff 19ft., length of bowsprit 29ft., length outboard bowsprit 20ft. Great care has been taken in the construction of this boat, and the best materials used of every kind.

THE HAZE is a centre-board schooner that has been built for E. D. Peters, Esq.; of the Eastern Yacht Club. She was launched a few weeks ago. Her frame is of oak, and her planking hard pine. She has white oak stanchions and a white pine deck. She has a trunk cabin with three state rooms. Her dimensions are as follows:—Tonnage (old measurement) 60 tons, length on water line 59ft., beam 17ft. 6in., depth of hold 6ft. 9in., draught, without board 6ft. 6in., draught, with board 15ft., centre-board case 16ft., length of mainmast 60ft., length of foremast 58ft. 6in., length of topmasts 22ft., length of main boom 45ft., length of fore boom 21ft. 6in., length of main gaff 25ft., length of fore gaff 20ft., length of bowsprit 30ft., length of bowsprit outboard 21ft. She looks a very likely boat, and is built stiff and equal to heavy weather. Her run aft is very clean, and she has a round stern.

THE TEMPEST is the name of a keel schooner built by Harrington for J. Lee, Esq.; of Boston. The *Tempest* is a very neat looking boat, with a clean run fore and aft. She has a pretty bow, sharp and hollowed out, and a deep rocker keel. The stern is round and like all of Harrington's build. Her dimensions are:—Tonnage (old measurement) 50 tons, length on water line 52ft., beam 17ft. 6in., depth of hold 6ft. 6in., draught 8ft., length of mainmast 58ft., length of foremast 56ft. 6in., length of topmasts 23ft., length of main-boom 41ft., length of fore-boom 21ft. 6in., length of main-gaff 21ft., length of fore-gaff 19ft., length of bow-sprit 26ft., length of bowsprit outboard 17ft.

THE ROMANCE is the name of a centre-board schooner yacht built by Harrington for W. Amory, Esq. junr., of the Eastern Yacht Club. This boat is constructed of oak, white oak, hard pine and white pine. She has a trunk cabin, with one large stateroom, and four berths in the main cabin. She has a peculiar stern, built after an idea of Harrington's, somewhat in

the form of the letter V. Her dimensions are:—Tonnage (old measurement) 50 tons, length on water line 55ft., beam 17ft., draught, without board 6ft., draught, with board 14ft., depth of hold 6ft. 6in., length of centre-board case 15ft., length of mainmast 57ft., length of foremast 55ft. 6in., length of topmasts 20ft., length of main-boom 32ft., length of fore-boom 20ft., length of main-gaff 23ft., length of fore-gaff 19ft., length of bowsprit 29ft., length of bowsprit outboard 20ft. She has rather a flat floor, and although the bow is clean it is not hollowed. She has plenty of floor aft and a clean run.

SCHOONER YACHT.—Mr. Harrington has also built a small keel schooner yacht for Mr. Bates, of Scituate. She has not been named yet. Her dimensions are:—Tonnage (new measurement) 22 tons, length on waterline 40ft., beam 14ft., depth of hold 5ft., draught 5ft. 6in., length of mainmast 45ft., length of foremast 43ft. 6in., length of topmasts 16ft., length of main-boom 30ft., length of fore-boom 15ft., length of main-gaff 18ft., length of fore-gaff 14ft., length of bowsprit 12ft. This craft has no jib-boom and is cut away forward.

THE LATONA is a keel schooner yacht that this builder has now completed for W. D. Pickman, Esq., of the Eastern Yacht Club. This boat has an oak frame and is planked with yellow pine, and Ohio oak. She has a trunk cabin and a cockpit eighteen inches deep. The cabin is panelled in pine and has two staterooms and the main cabin four berths. There is a comfortable bathroom and a roomy forecabin. She is built somewhat on a new style, hollowed out and very sharp forward, and has a hollow floor in the midship section. Her stern is purely American. Her dimensions are:—length on water line 55ft., length of beam 18ft., depth of hold 6ft. 9in., draught 7ft., length of mainmast 57ft., length of foremast 55ft., length of topmasts 22ft., length of main-boom 42ft., length of fore-boom 18ft., length of main-gaff 22ft., length of fore-gaff 18ft., length of bowsprit outboard 27ft.

THE TRITON is the name of a centre-board schooner yacht lately built in this yard for G. A. Thayer, Esq., of the Atlantic Yacht Club of Brooklyn. Her frame is of oak, she is being planked with hard pine and Ohio oak. Her rails, hatch combings, companion-way and hatches are of mahogany. Her cabin is neatly panelled and contains four large staterooms. She has somewhat of a flat floor, but with very easy lines, and a beautiful projecting stem, sharp and hollowed away. Her stern is purely American, but she will be rigged forward in a manner somewhat of a compromise between the American and English style. Herreschoff is experimenting in something novel connected with her centre-board. If the experiment does not prove a failure there is no reason why the Triton should not prove one of the fastest of the new boats of 1872. Her dimensions are:—Length on water line 61ft., beam 19ft., depth of hold 7ft., draught without board 5ft. 6in., draught with board 14ft., length of centre-board case 17ft., length of main-mast 60ft., length of fore-mast 58ft., length of top-masts 25ft., length of main-boom 45ft., length of fore-boom 19ft. 6in., length of main-gaff 25ft., length of fore-gaff 19ft. 6in., length of bowsprit 45ft., length of bowsprit outboard 34ft.

KEEL SCHOONER built for Mr. G. Peabody Russell. This is a cabin boat, with a shallow cockpit and a rocker keel. She is built with water-tight compartments. Her dimensions are:—Tonnage 15 tons, length on water line 30ft., beam 11ft., depth of hold 5ft., draught 4ft. 6in., length of main-mast

84ft., length of fore-mast 82ft., length of topmasts 12ft., length of main-boom 22ft., length of fore-boom 9ft., length of main-gaff 12ft., length of fore-gaff 9ft., length of bowsprit 17ft. This little craft has been rigged with a lug fore-sail.

THE TULIP a centre-board sailboat, built for A. Burgess, Esq., of the Beverly Yacht Club. She is heavily sparred and built with air-tight compartments. Her dimensions are:—Length on water line 16ft., beam 7ft., draught without board 1ft. 4in.

THE ROSE is a centre-board sailboat, built for S. W. Burgess, Esq., of the Beverly Yacht Club. She is built with air-tight compartments and heavily sparred. Her dimensions are:—Length on water line 14ft., beam 6ft. 8in., draught without board 1ft. 1in.

THE PANSY is a centre-board boat, built for W. Burgess, Esq., of the Beverly Yacht Club. She is heavily sparred and has air-tight compartments. Her dimensions are:—Length on water line 21ft., beam 8ft. 4in., draught without board 1ft. 8in.

THE BLUEBELL is a centre-board cat boat, built for E. Burgess, Esq., Commodore of the Beverly Yacht Club. Her compartments are air-tight and heavily sparred. Her dimensions are:—Length on water line 15ft., beam 6ft. 6in., draught without board 1ft. 1in.

CENTRE-BOARD SCHOONER built for Mr. E. E. Tower, of the Boston Yacht Club. Her frame is of white oak and hackmatack; she has four staterooms and a main saloon, the latter panelled in pine, tinted and gold mouldings. The walls, of oak, are two and a half inches thick, and the planking, of hard pine, two inches thick. She will span between timbers sixteen inches from centre to centre, increasing to twenty-four inches forward and aft. All fastenings will be of composition and galvanised iron, and nothing but refined iron will be used. Her dimensions are:—Length over all 75ft., length on water line 68ft., beam 21ft., draught without board 5ft. 6in., draught with board 12ft., length of main-mast 67ft., length of fore-mast 66ft., length of main-boom 48ft. 6in., length of fore-boom 23ft. 6in., length of main-gaff 23ft. length of fore-gaff 23ft.

QUEEN MAB built by Pierce Brothers is a cat-rigged centre-board yacht for Messrs. Briscoe and Coyne, that is destined to be a Ripple chaser. Her dimensions are:—Length over all 24ft. 6in., length on water line 21ft. 2in., beam 10ft., draught without board 1ft. 8in. They are also building another boat of the same model and dimensions for E. E. Tower, Esq., of the Boston Club. As an experiment this boat is to have two centre-boards, the after one of iron, 4ft. long, 1ft. 6in. deep at one end and tapering off to 8in. at the other.

QUIZ, a centre-board is also being built by Mr. W. Weymouth, which is attracting a good deal of attention. There is nothing very peculiar in her model, but she is sharp and clean forward, with a flat run aft. Her dimensions are:—Length of water line 20ft. 6in., beam 10ft., draught without board 2ft.

PEERLESS, Messrs Bibbler and Brother have completed a new cat-rigged centre-board yacht of great expectations. She is another Ripple chaser, but they will have to ballast her down a little more before they can expect to get any speed out of her. The dimensions of this boat are:—Length over

all 21ft. 8ft., length on water line 18ft., beam 8ft. 6in., draught 1ft. 8in., draught forward 8in.

THE WELCOME is the name of another Ripple chaser, that is now completed. This boat is nearly a fac-simile of the Ripple, with the exception that she has perhaps, a rather sharper angle at the joining of her wall and floor. Her dimensions are:—Length on the water line 21ft. 6in., beam 10ft., draught 1ft. 8in.,

A centre-board cat-rigged boat has also just been built by E. Harris. Her dimensions are:—Length over all 22ft. 3in., length on the water line 20ft., beam 9ft. 4in., draught 2ft.

KEEL SCHOONER.—Captain John Carlton has had a keel schooner yacht built at the yard of Foster and Leighton. She has a trunk cabin and a cockpit. Her lines are clean, sharp forward and rounding gently off, with nothing to stop her aft. She will have a rocker keel. Her dimensions are:—Length over all 41ft. 6in., length on water line 40ft., beam 14ft. draught 5ft. 9in., length of main-mast 41ft., length of fore-mast 39ft. 6in., length of top-masts 15ft., length of main-boom 30ft. 6in., length of fore-boom 12ft., length of main-gaff 16ft., length of fore-gaff 12ft.

Mr. Thomas Armstrong has just completed a centre-board sloop for Mr. Edwin Dean and others. Her dimensions are:—Length over all 24ft. 10in., length on water line 21ft. 6in., beam 8ft. 9in., draught 2ft.

Mr. A. F. White is now engaged in the construction of a craft that is destined for a Ripple chaser. This boat is built on a somewhat similar model to the craft that she intends to try to defeat, but she will carry a second centre-board aft for the purpose of easing the helm when sailing free. She will also have a small keel. Her dimensions are:—Length over all 23ft., length on water line 20ft., beam 8ft., draught 1ft. 6in.

Mr. Ambrose Morton has also completed a neat little centre-board sloop yacht of 18ft. water line, 7½ft. beam and 16in. draught.

Mr. Lawlie, of Scituate, has just built a yacht of such peculiar construction as to attract the general attention of all yachtsmen. This boat is built after the model of a French steam naval launch, with a bow projecting forward under water, making her longer on the water line than she is on deck. The dimensions of this experiment are:—Length on deck 28ft., length on water line 33ft., beam 12ft. 3in. She is a centre-board sloop, and has a slightly overhanging stern. There is another boat of the same model in Dorchester Bay, owned by Messrs. Cary and Cunningham. Mr. Lawlie is also building a cat-rigged keel boat for W. Parkinson, Esq., of South Boston. This boat will be about 18ft. on the water line, and is being built deep forward as an experiment.

LYNN.—Messrs. Snow & Chapman have built a centre-board sloop called the *Magic*, for Commodore Neal, of the Lynn Yacht Club. The model for this craft was furnished by D. J. Lawler, Esq., of Chelsea. Her dimensions are:—Length on water line 29ft. 8in., beam 11ft., draught 3ft. 6in.

Messrs Snow and Chapman are also at work on a centre-board sloop for Lorenzo Poor, Esq. This new yacht is to be called the *George A. Manson*. Her dimensions are:—Length over all 27ft. 6in., length on water line 24ft., beam 10ft., draught 2ft.

Mr. Allen Hay has built a centre-board sloop for Messrs. Flint and Smith,

which will be christened the Addie Elmer. The dimensions of this boat are:—Length on water line 28ft. 10in., beam 11ft. 8in., draught 3ft.

The same builder is also at work on a cat-rigged centre-board boat for W. C. Maxwell, Esq. She will be called the Lizzie and will measure:—Length on water line 19ft. 6in., beam 8ft. 6in., draught 2ft.

The Haymaker is the name of another centre-board cat boat in the hands of the same builder. She is being built for Augustus Jewett, Esq. Her dimensions are:—Length on water line 24ft., beam 9ft. 8in., draught 2ft. 2in.

Among the other boats building at Lynn are a centre-board cat boat for W. Alley, Esq. She will be 20ft. on the water line and about 8½ft. beam. Mr. J. S. Hiller is building a centre-board cat boat, 22ft. on the water line. J. B. Roney has built a centre-board cat boat measuring 18ft. 5in. on the water line, 9ft. 7in. beam and drawing 2ft. 3in. of water. J. E. Lambert has finished a new cat-rigged boat about 17ft. on the water line, and Reuben Alley is now at work on a centre-board sloop of 20ft. water line.

MISCELLANEOUS.—One of the most peculiar experiments of the season is being made by Messrs. Dean, of the Boston Yacht Club. They intend putting a sheet-iron or funnel mast in their sloop Fannie, for the purpose of getting less weight forward. Their wooden stick weighs about three hundred and twenty pounds, and they expect to get about one hundred pounds less weight forward by making use of the iron funnel. Whether it will stand the weather remains yet to be proved. The base of the mast will be, as usual, solid wood up to about three feet from the deck, when the funnel will commence. The schooner Mary Meek, Captain Bast, of the Lynn Yacht Club, has been altered into a sloop. Her dimensions are now:—Length on water line 33ft. 6in., beam 13ft. 2in., draught 3ft.

Three new yachts are being built at Taunton, by Alfred B. Babbitt for Mayor Joseph B. Leonard. These are all destined for Ripple chasers, and are built somewhat on the same model as that flyer. They will each measure about 22ft. on the water line.

Vice Commodore Whitney, of the Eastern Yacht Club, has had his schooner yacht Julia altered from a keel to a centre-board yacht.

The sloop Shadow has been sold by Mr. C. J. Sisson to Mr. C. J. Randall, of New Bedford. The Shadow measures about 37ft. on the water line and belongs to the Eastern Yacht Club.

Editor's Locker.

FIDDING OF TOPMASTS.

SIR,—To send a hand aloft when about to strike a topmast, may be sometimes not easily nor quickly done.

I send you a sketch of what I would call a strap or stirrup, which I found a good substitute to the *fid*. You will understand at once that when you want to strike the topmast you must pull a little on the topmast rope to free the strap from the notch, Fig. 1, then you pull a little on the tripping line

A to put the strap in the position shown at Fig. 2; subsequently you let slip the topmast as usual.

When you want to hoist the topmast you hold tight the tripping line B, you pull on the top rope, and the strap comes in the notch when the mast is at the proper elevation. "Vanderdecken" says in his *Yacht Sailor* (page 146):—"There are some patent fids in use which work with a tripping line from the deck, so as to avoid the necessity of sending a hand aloft when about to strike a topmast. Some of these work remarkably well, and prove most useful in facilitating this operation; but the tripping line is very often much in the way, getting foul of the halyards, &c."

As "Vanderdecken" does not give a description or sketch of those fids, I cannot say if the strap was among them, but *I may certify that I have used the strap for many years and never have the tripping lines interfered with the rigging.*

The strap may be fixed as shown in Fig. 4—i.e., under the shrouds of the main-mast, and not above. Then the tripping lines may be kept along the shrouds to the deck, and will not run the risk of getting foul of the halyards. If I have not put the strap below the shrouds it is for the following reason:—The strap must be fixed by a bolt through the mast, and if the mast is in place the shrouds would prevent the workman to perforate the hole (above they do not); an amateur will be more tempted to experiment the strap if it can be easily done than if it is troublesome. *I have had on some of my yachts the strap below, and on some others above the shrouds, and I do not find any difference.* As the strain on the notch is very great, the wood must be protected by an iron piece shaped as the notch and fixed in the wood. Fig. 3 may give you some idea of the thing.

Besides this sketch I send you by a model of some four feet long, and by the working of it you will see if the system is good or not.

Yours, &c.,

H. H.

To the Editor H.Y.M.

[The model can be seen at our office.—Ed.]

ROYAL WELSH YACHT CLUB REGATTA.

THE annual regatta of the R.W.Y.C., which enjoys the patronage of the Prince of Wales, came off at Carnarvon on Monday, August 12th, under favourable auspices. The weather was brilliantly fine, and the breeze, which blew with freshness from W.N.W. in the morning and veered towards the west during the day, was admirably suited for yachting. The regatta this year lost none of its popularity, for though the morning opened cloudy as the day wore on the sun broke out in all its splendour, and the delightful weather and prestige of the regatta, helped by excursions on the lines of railway converging upon Carnarvon, drew together some thousands of spectators. The town walls, club house, and promenade along the pier were gay with well-dressed crowds. The straits were alive with craft, but the number of yachts was not so large as on former occasions, several having been delayed from reaching Carnarvon by stress of weather. The splendid steam yacht belong-

ing to Lieut.-Col. Gamble, the Helen, was used as a flag-ship, and she was bedizened from stem to stern with bunting. The Lancashire Witch, owned by S. Platt, Esq., and another too-masted yacht were moored in the straits, and were dressed with streamers. Sir Llewellyn Turner, Paikia, is the Vice-commodore of the club, and he was very active in bringing everything into ship-shape, and carrying out the entire programme without a hitch.

The first prize offered was a piece of plate value £40, open to yachts exceeding 20 tons belonging to royal yachs clubs. Four yachts had been entered for this race—namely, the Shadow, D. MacIver, Esq.; Lizzie, C. H. Coddington, Esq.; Glide, Capt. Wynn Griffith; Spendrift, F. Thompson, Esq. The owners of the Shadow and Lizzie telegraphed to say their yachts were detained at Blackpool by stress of weather, and “three to start or no race” being one of the rules of the club, a contest for this piece of plate was impossible.

The next prize was for a piece of plate value £25, to be sailed for by decked sea-going yachts belonging to the Royal Welsh Yacht Club. The Shadow and Lizzie had also been entered for this race, consequently their names had to be struck out. There afterwards remained :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
325	Curlew	cutter	13	H. Hall, Esq.	Owner Fulton Fife
980	Kittiwake	cutter	20	P. A. Lloyd, Esq.	
752	Glide	cutter	15	Capt. O. Griffiths	
2074	Spindrift.....	cutter	21	F. Thompson, Esq.	

It was agreed that the latter should run with the other three, although her owner is not a member of the R.W.Y.C., it being stipulated that vessels of that club were only to run in this race. The course to be run for the larger yachts was as follows :—To start from their moorings round the chequer buoy of the bar; from thence return and proceed round the flag-boat off Plas Brereton; again round a flag-boat off Belan; back to the flag-boat opposite Plas Brereton; up again to Belan, back off Plas Brereton, finishing inside the flag-ship Helen in front of the club-house. In passing and re-passing each time the yachts had to go between the club-house and the flag-ship, thus giving the spectators a full view of nearly the complete course. The other yachts ran the same course, with the exception of going to Belan instead of to the chequer buoy in the first round.

The four first yachts started at 12h. 35m., the Kittiwake taking the lead, which she maintained to the last. On her first return from the bar the Spendrift stood second in passing the flag-ship, but in coming back the Glide had exchanged place with her, and this replacing was several times indulged in. At the finish the yachts stood thus, according as they were timed on board the flag-ship :—

	h. m. s.		h. m. s.		h. m. s.
Kittiwake	5 5 30	Glide	5 9 9	Spindrift	5 9 30

The Curlew, being considerably in the rear, was not timed. According

to the allowance of time the Kittiwake thus won the cup. The Glyde however entered a protest against the Kittiwake on the ground that the latter fouled her off the chequer buoy. The Kittiwake having rounded the buoy was running before the wind, the Glyde not having rounded was on the wind, when, unfortunately for Kittiwake, she was busy in setting spinnaker, slackening sheets, &c., and not seeing the Glyde until she was close upon her, could not avoid touching with her main boom the Glyde's topmast rigging and main rigging, and, "sharp practice" being the order of the day, she lost her well-earned cup, as the committee were obliged to acknowledge the foul.

The third prize was of the value of £10, for yachts not exceeding 10 tons belonging to a royal or recognized yacht club. The following were the entries, all being cutters with the exception of the Wonderful, which is a yawl:—Wonderful, 10 tons, F. Wall, Esq.; Cloud, 10 tons, T. R. Bulley, Esq.; Naiad, 10 tons, T. A. R. Littledale, Esq.; Elaine, 10 tons, J. Leitch, Esq.; Pastime, 10 tons, J. St. Clair Byrne, Esq.

All, with the exception of the Dream and Tartar, who entered but did not start, slipped cables at 1h. 30m., the yawl Wonderful taking the lead, which she maintained throughout. The yachts came in in the following order:—Wonderful 4h. 57m. 30s., Pastime 4h. 59m. 0s., Cloud 5h. 5m. 0s., Naiad 5h. 5m. 30s. The Elaine not timed.

The fourth prize was of the value of £10 for yachts not exceeding 10 tons, belonging to the Menai Straits. The entries were:—Wyvern, 6½ tons, W. A. Tomlinson, Esq.; Waterwitch, 9½ tons, Capt. E. Jones, Esq.; Tartar, 9 tons, F. Taylor, Esq.; Nimble Thimble, 5 tons, F. Taylor, Esq.; Helen, 5 tons, R. W. Thomas, Esq.; Lena, 6 tons, E. Humphreys, Esq.

They were timed as follows at the close of the match:—Tartar 5h. 32. 0s., Waterwitch 5h. 35m. 0s.

The triumph of the Tartar was hailed with a ringing cheer along the promenade, Mr. Taylor being a popular favourite and a promising yachtsman.

Several rowing matches took place, which concluded the sports.

BEAUMARIS REGATTA.

ALTHOUGH the pretty Welsh watering place of Beaumaris does not possess a yacht club, the principal inhabitants, with the assistance of visitors and friends, manage each year to have a regatta in the height of the season, and the day on which it is held generally proves a very enjoyable one, though of course this depends mainly on the state of the weather. On Friday, August 9th, the regatta was held under very favourable auspices with regard to the weather, which was beautifully fine, the sun shining brilliantly throughout the day, in consequence of which large numbers of spectators thronged the pier, promenade, and the various vantage-spots along the shore, while numerous pleasure-boats laden with gaily-dressed companies dotted the face of the water. In the morning there was a light breeze from the E.S.E., but unfortunately it was not sufficient to fully test the sailing qualities of the

yachts and boats, nor to make the races of that exciting nature which generally characterise regattas, and in the afternoon the breeze almost entirely died away, so that it was late when the principal contests were completed, the yachts having literally to drift along their course. Late on in the afternoon the atmosphere was so calm without the sign of even of a capful of wind springing up, that the committee very wisely shortened the courses, and communicated this decision to the different yachts by means of a little steam-launch lent to them for the day by Sir H. H. Berney. The rowing matches, which, of course, did not depend on the wind, were very successful, and some excellent rowing was exhibited. During the day, the band of the Carnarvonshire militia regiment, which gained high honours at the recent Holyhead Eisteddfod, played an admirable selection of music, under the conductorship of Bandmaster Watts, and added no little to the enjoyment of the spectators. The regatta was under the direction of a committee, of which Captain R. L. M. W. Bulkeley, was Commodore, P. A. Lloyd, Esq., (late Iremonger,) Vice-commodore. The committee had placed at their disposal by S. R. Platt, Esq., the beautiful steam-yacht Lancashire Witch, Captain Collin, for the purpose of a flag-ship, on board which an elegant luncheon was provided by the owner for the members of the committee and their friends.

The first race was for yachts belonging to a royal yacht club, 29 tons and under, first prize, a cup value £20, presented by J. Hall, Esq., of Min-y-Garth, with £10 added, second prize, £10. A time race. Course—start from the anchorage east of the flag-ship, round the flag-boat off Penmon, leaving it on the port hand, thence to flag-boat at Craigydun, leaving it on the port hand then round Penmon flag-boat a second time, thence round Craigydun, leaving it on the port hand, and back to the flag-ship at Beaumaris to win, distance about 35 miles. The following boats entered for this race :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2074	Spindrift	cutter	20	F. Thompson, Esq.	Fife
752	Glide	cutter	15	G. J. W. Griffith, Esq.	Fulton
980	Kittiwake	cutter	20	P. A. Lloyd, Esq.	Owner
325	Curlew	cutter	13	H. Hall, Esq.	Dickinson
	Wonderful	cutter	7	G. Wall, Esq.	
460	Elaine	cutter	10	J. Leitch, Esq.	

A good start was effected at eleven o'clock, all the boats running with the wind, the Wonderful leading, followed closely by the Elaine, Spindrift, Glide, and Kittiwake. The first round was completed as follows :—Wonderful 4h. 5m. 0s., Kittiwake 4h. 15m. 0s., Spindrift 4h. 22m. 0s., Elaine 4h. 28m. 0s., Glide 4h. 28m. 30s.

The wind after this became extremely light and paltry, so that the remainder of the race was a complete drifting match, it eventually terminating as follows :—

Wonderful	h. m. s.	Glide	h. m. s.	Spindrift	h. m. s.
Elaine	7 38 0	Kittiwake	7 53 15		7 56 0
	7 47 0		7 54 35		

A protest was entered by the Elaine against the Wonderful for passing on the wrong side of the buoy, and the protest having been considered by the committee it was allowed, and first prize accordingly given to the Elaine, and second to Glyde.

The second contest was for a prize, of £15, for yachts belonging to any recognised yacht club, being 10 tons or under, second prize £7. The course was over the same water as in the previous race, but not so often round the flag-ship. The entries were:—Naiad, 10 tons, T. A. R. Littledale, Esq.; Dream, 8 tons, R. H. Suard, Esq.; Cloud, 10 tons, T. R. Bulley, Esq.; Pastime, 10 tons, J. St. Clare Byrne, Esq.

These boats got well off together, and made a good passage up the Straits but there was a long slow beat against the back. The flag-ship was passed the first time in the following order:—Naiad 2h. 4m. 50s., Cloud 2h. 5m., 30s., Pastime 2h. 8m. 50s.

The Dream was not timed, being so much behind the others. At the close the boats came in as follows:—

Naiad	h. m. s.	Pastime	h. m. s.
	7 51 40		7 54 40

The arrival of the Cloud was not timed, she having unfortunately got aground. The Pastime entered a protest against the Naiad for having gone on the wrong side of one of the buoys, and the fact being beyond dispute though of no advantage to the Naiad the Pastime was awarded the prize.

HYPHE REGATTA

Took place on August 2nd, and was a complete success, the Kriemhilda was gaily dressed, her owner, The Count Batthyany, being the promoter of the regatta, and who entertained a numerous party of the resident gentry and members of the various yacht clubs on board, many of whom were contributors towards the prizes given. The weather was very fine, with light airs. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2410	Vampire.....	cutter	20	T. Cuthbert. Esq.	Hatcher
1794	Quiver	cutter	12	Capt. Chamberlayne	Owner
348	Cynthia	cutter	13	W. Butlin, Esq.	Bisson
843	Heron	schooner	16	— Donne & Strong, Esqrs.	Hooke
873	Ildegonda	cutter	15	E. Langtry, Esq.	Robinson
	Little Nell	cutter	10	B. Nicholson, Esq.	
	L'Erie	cutter	10	Major Lenon	
2657	Zephyr	cutter	9	Dr. D. West	Owner

The start was very evenly effected, all yachts getting their anchors; the

sails were smartly hoisted, and it was a question of which boat could spread the most calico, and the schooner, which had been drawing a-head before now, gradually lost her place from the absence of these now necessary assistants. Rounding the bulk was an exciting moment, for the boats had to haul close on a wind for the beat down the water; after, however, a few boards to windward, the wind freshened and veered to a point south of west, giving the yachts a free course up and down the water.

The first round was completed in the following order:—Vampire, Quiver, Cynthia, Heron, Ildegonda, Little Nell, L'Erie, Zephyr. The schooner having picked up and passed three of the cutters, the relative positions of the competitors remained pretty much unaltered to the close of the race, with the exception of the Ildegonda having changed places with the Heron, owing to a little bad generalship on the part of the latter in not keeping more out of the tide after rounding the last goal. The penalty she paid nearly cost her her prize, as the owner of the Ildegonda claimed and received the third prize, as coming in third, making no allowance to the schooner. This, however, was set right by the committee on the protest of the Heron, and the well-earned prize was handed over to her owner the following morning. The first prize was taken by the Quiver, saving her time on the Vampire, which took the second or ladies' plate (15 guineas).

The fact of the Heron taking the prize by time from the Ildegonda justifies the hopes expressed by "C.E.S." in *Land and Water*, wherein he says:—"It does not do to be too confident, but I should be glad to test the result of this last experiment on the Heron, now 16 tons with any schooner of her size. I do not pretend to compete with cutters on a wind, though, with due allowance and a course affording reasonable advantage to each style of rig, I am prepared to try."

WEYMOUTH REGATTA.

This regatta took place on August 2nd under very favourable circumstances, the weather, although dull in the early part of the day, towards the afternoon cleared up beautifully fine, with a steady breeze. The principal event was a match for yachts of any rig above 30 tons belonging to a royal or recognized club. The first prize was £50, and £20 for second, provided five start. The following started.—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2537	Water Wagtail ...	cutter	40	W. R. Holden, Esq.	Marshall
1538	Niobe	cutter	40	A. Heymann, Esq.	Hatcher
906	Iona.....	cutter	63	J. Ashbury, Esq.	Ratsey
1567	Norman	cutter	40	Major W. Ewing	Hatcher
726	Gertrude	yawl	68	J. M. Tharp, Esq.	Wanhill
2340	Tartar	yawl	55	B. C. Greenhill, Esq.	Goodhall
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife

A good start was effected at 11h., the Water Wagtail taking the lead, but was quickly overhauled by the others. On reaching the first mark-boat Iona had a commanding lead, fully half a mile, Norman and Niobe being on pretty even terms, Tartar bringing up the rear. The wind then freshened, and all the canvas was carried, the first round being finished in the following order:—Iona, Norman, Fiona, Gertrude, Niobe, Tartar, Water Wagtail.

In the next round the Fiona passed the Norman, the others maintaining the same position as in first round. In the last round the Niobe and Water Wagtail retired, and the race finished:—

	h. m. s.		h. m. s.		h. m. s.
Iona.....	5 38 40	Norman	5 56 10	Tartar	6 27 48
Fiona	5 41 40	Gertrude.....	5 58 58		

With the time allowance made by Iona to Norman, according to the conditions, the race resolved itself into a dead heat between the two. It was understood that the first prize would be divided between them, Gertrude taking the £20.

The regatta terminated with the usual rowing matches, and was attended by a very large company.

HOLY LOCH REGATTA.

On Saturday, August 10th, the Holy Loch Regatta was held at Ardenadam, and, notwithstanding untoward weather, was very successful. No rendezvous on the Clyde competes with the Holy Loch for squalls, rain, and scenery, and on Saturday the squalls were supplanted by calms, to the enjoyment of nervous ladies. An energetic committee, with the help of G. N. Bennet, Esq., as secretary, had levied a considerable purse for prizes, and the list of "cups" alone was sufficient to have brought the Vanguard and Fiona from Cowes if they had not been otherwise engaged. J. Read, Esq., owner of the Leander, consented to act as commodore, and besides placing his yacht at the disposal of the committee, was most courteous and hospitable.

The first of the sailing matches was for the Benmore Cup for yachts of any rig, 40 tons and under. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
26	Alceste	cutter	39	H. Walker, Esq.	Fife
396	Dinorah	yawl	40	G. Thompson, Esq.	Fife
1279	Madcap	cutter	20	G. B. Thompson, Esq.	Hatcher

The course was from Commodore round Dinorah's moorings at Bullwood, round Powder Buoy, and back to Commodore, twice round, unless the first round was delayed after 4 p.m., in which case one round, with half-time allowance, would complete. This excellent regulation applied to all the sailing matches. Started at 11h. 19m. 30s.

The wind, paltry throughout the morning, promised to blow at south-east at the hour of starting, and with sheets aboard the *Dinorah* slipped past the Commodore with a nice air, carrying balloon-topsail beautifully set, and jib-topsail over first jib. The *Alceste*, with working topsail, had jib-topsail and balloon-foresail. Notwithstanding her time allowance the *Dinorah* was no match for *Alceste* unless in a strong breeze, and much regret was expressed that the Benmore Cup had not brought a large fleet to the flag-boat. The *Alceste* off Strone reached past the *Dinorah*, and off the Kirn was leading in baffling airs that headed, came fair, and went flying about all the "airs of the compass." With shifty head puffs the *Dinorah's* mooring were weathered, but the yawl, feeling she was at home, was with difficulty coaxed away again. The *Alceste*, with a beam wind, reached away to the Cloch, followed by the yawl. But the easterly breeze came round again, and up the Ashton shore it was a long leg and a short one as far as the windward buoy, if any buoy could be called "windward" in such fluky weather. The *Alceste*, weathering well ahead of the yawl, reached along the Cove shore and across Loch Long, meeting north-west airs off the shore. With just enough to keep her moving the stately craft edged up under the shadow of the hills, and kept well to windward of the flag-boat, came round it with an easy swing from the ebb tide, winning as follows :—

	h. m. s.		h. m. s.
Alceste	5 32 40	Dinorah	6 32 10

The *Alceste* has had some of her ballast put out, and, in the English style, sent fittings ashore before starting. These changes may make her a better match in light winds for Hatcher and Ratsey's Flying Dutchmen. The spirit Mr. Walker has shown in matching the English 40 tonners, single-handed, entitles his cutter to all the trophies she can catch, and the Benmore Cup was awarded with much pleasure.

The second race was for a purse of £7 for yachts of 10 tons and under. The entries were :—*Rosa*, cutter, 10 tons, J. Eadie, Esq.; *Vision*, cutter, 8 tons, M. Carswell, Esq. Course—Commodore, *Dinorah's* moorings, Ashton flag-boat, twice round, started at 11h. 31m. 33s. The *Vision* got away cleverly with the lead, but *Rosa*, getting a slant, weathered, and led to Kirn. *Vision*, getting a fluke all to herself, got round the yawl's moorings, leaving the *Rosa's* crew time to put some of their lead ballast—in the shape of fishing-line sinkers over the side, and which might have led to a protest. The *Vision* kept her lead, and on the first turn both were timed :—*Vision* 4h. 30m. 24s., *Rosa* 3h. 34m. 6s.

The *Vision* kept her lead on the second turn till the entrance to Holy Loch, when the *Rosa* weathered and came in first, but not soon enough to save the time given to *Vision* :—*Rosa* 6h. 28m. 30s., *Vision* 6h. 31m. 19s.

The last few minutes of this race were very exciting, the *Vision* winning by 20secs. Since the *Vision* has carried off a locker full of cups this summer, some regret was felt that the purse did not go to Mr. Addie's handsome boat, but nevertheless, Mr. Carswell's victory was heartily cheered.

The third prize was for a purse of 5 guineas for yachts of 5 tons and

under. The entries were:—Triumph, cutter, 5 tons, R. Ferguson, Esq.; Model, cutter, 5 tons, A. Adam, Esq.; Fairy, cutter, 4 tons, W. J. Armstrong, Esq.; Gipsy King, cutter, 4 tons, — M'Gregor, Esq. Course—Commodore, Dunoon Flag-boat, Cove Buoy, and Commodore; twice round. Started 11h. 52m. The Triumph got first place, leading out of the loch, followed by Fairy, Gipsy King, and Model. The Gipsy King, with the old sails of her predecessor, without lead keel, which the other had, and not in racing order, had no fair chance with the others. The rain wetting the canvas flattened it, and slipping past the Fairy she tackled the Triumph, built to beat everything her size afloat. Leaving Mr. Ferguson's clipper, the Gipsy King hauled round the buoy, and showed even faster on the wind than off it. Keeping her lead through baffling airs, Mr. Barr's boat led Fife's clipper home to the Commodore, winning with a good lead and her time off the Triumph to spare. The Triumph has just been fitted with a second suit of canvas, but she will apparently require a third suit to compete with the Gipsy King—in light winds, at all events. Some difficulty was found in obtaining a member courageous enough to sail with Mr. Barr, but Mr. Gilmour, in a most plucky way kindly came to the rescue as the gun was firing. The spirit shown brought good wishes for the success of the dangerously-rigged craft. With a lead keel and proper canvas, Mr. Barr's boat seems likely to do all that was expected of her, and turn out the clipper of her class. The boats were timed:—Gipsy King 4h. 34m. 4s., Triumph 4h. 41m. 35s., Fairy 4h. 37m. 48s. The regatta terminated with the usual rowing matches and duck hunt.

NORFOLK AND SUFFOLK YACHT CLUB MATCHES.

THE second regatta of this club took place at Wroxham on Thursday, July 11th. There was a large muster of the yachts of the club, including the Curlew, the Commodore H. E. Buxton, Esq. The first match was for a purse of £10, and the course sailed was five times round the Broad, or about ten miles in all.

The competing yachts were the Alarm, 10 tons, B. V. Winch, Esq.; Myth, 9 tons, W. Cadge, Esq.; Enchantress, 10 tons, W. H. Bessey, Esq.; Phantom, 7 tons, A. W. Spratt, Esq.; and the Vivid, 6 tons, G. F. Crane, Esq.

A flying start was made, the Alarm getting off at 9h. 42m. 55s., Myth 12h. 44m. 55s., Enchantress 12h. 45m. 45s., Phantom 12h. 4m. 20s., and the Vivid 5 at 12h. 41m. 15s. There was a tolerably fresh breeze from the east, and the yachts carried mainsail, topsail, and jib. In the first round, the Alarm headed the Vivid, and the Phantom passed the Enchantress. In the second round, no material change occurred. In the third round, the Phantom passed the Vivid. In the fourth round, the Myth passed the Alarm, as did the Phantom; and in the fifth round, the Phantom gained on the Myth. The final rounding completed thus:—Alarm 3h. 21m. 50s., Myth 2h. 19m. 54s., Enchantress (retired), Phantom 2h. 20m. 50s., Vivid 2h. 24m. 39s.

The Phantom, which had no time allowance to make to the Myth, thus won by 2m. 9s.

In a second match three prizes were offered, viz., £7, £3, and the entrance fees. The yachts which entered were the Scud, Curlew, Bittern, Myth, Vivid, and Alarm. The yachts were handicapped as follows :—Myth, 20 tons; Scud, 10 tons; Bittern, 4 tons; Vivid, 10 tons; and Alarm, 18 tons. The Curlew was not handicapped, as she had become out of the match through an unfortunate accident. In running down the Broad shortly before the start she carried away her mainmast, the stick parting about 8ft. from the deck. The Commodore pluckily hoisted his flag on the stump of his mast, and returned to his moorings. The Alarm also did not start, as her owner did not fall in with the conditions, which provided that the competing yachts should be sailed by amateurs who should be allowed the assistance of not more than two watermen, no restriction being at the same time made as to the number of amateurs on board. Another flying start was made, the Scud getting off at 4h. 13m. 3s., Bittern 3h. 59m. 48s., Myth 4h. 14m. 8s., and the Vivid 3h. 57m. 55s. The Myth, Scud, and Bittern carried all sail. The Vivid started without her topsail, which she appeared to want badly after the first round. The Vivid shortly after the start took the lead which she maintained to the finish, the final round being completed at :—Vivid 5h. 32m. 30s., Myth 5h. 41m. 8s., Scud 5h. 42m. 12s., Bittern 5h. 54m. 58s.

The Scud thus completed the course in 1h. 29m. 9s., Bittern 1h. 55m. 10s., Myth 1h. 27m. 5s., and Vivid 1h. 34m. 35s. The Myth accordingly took the first prize, the Scud the second, and the Vivid the third. This match closed a pleasant day.

The last regatta for the season by members of this club took place on August 8th on Oulton-broad. A fresh breeze from the north prevailed, and the sailing was very pretty. The first race was for £15, the entries for which were:—Lethe, cutter, 8 tons, G. Gandy, Esq.; Red Rover, cutter, 14 tons, S. Nightingale, Esq.; Otter, yawl, 21 tons, I. Preston, Esq. The Lethe, in order to qualify as a first-class yacht, added one ton to her tonnage. The Otter, being a yawl, one-fourth of her tonnage was deducted. The course was the usual one, the eight rounds making a distance of twelve miles. The starter was Rear-commodore H. Bullard, Esq., and Mr. Browne, the secretary to the club, was time-keeper. A capital start was effected, the Otter taking the lead and maintaining it throughout. The Otter won by 2m. 45s., Lethe being second. The next and last race was for £10. The entries were:—Phantom, cutter, 7 tons, A. W. Spratt, Esq.; Marguerite, cutter, 9 tons, H. K. Thompson, Esq.; Myth, cutter, 10 tons, W. Cadge, Esq. The distance was six times round the course. The Phantom won by 5secs, being entitled to an allowance of 1min.

ROYAL NORTHERN YACHT CLUB REGATTA.—The sailing committee decided the protest in favour of Blue Bell, 170 tons, J. Stevenson, Esq., and she therefore receives the £75 schooner prize.

HUNT'S YACHTING MAGAZINE.

OCTOBER, 1872.

ROYAL ALBERT YACHT CLUB REGATTA.

THIS highly prosperous club commenced its regatta on Monday, August 19th, lasting the week, and its prizes were contested for by the finest fleet of yachts the Kingdom can produce. In the short space of seven years its "List" has swollen from 40 members to about 260, and from 27 yachts to 170, representing nearly 11,000 tons. This season it has expended in prizes considerably over £500. Its unequalled success is no doubt due to the efforts of its efficient flag-officers, and the unremitting attention paid to its affairs by C. Napier Pearn, Esq., its Secretary.

First Day.—August 19th.—The prize was for the ladies' cup, value eighteen guineas, for yachts belonging to the club of 80 tons and under; course, the old Albert course, viz., from the starting vessel, round the Warner Light-ship, leaving the Spit Buoy on the starboard hand, thence round the south-east buoys of the Middle, leaving the Stourbridge Buoy on the port hand, thence round the Spit Buoy, leaving it on the port hand, and round the starting vessel, leaving it on the port hand, the Warner Light-ship and the south-east buoys of the Middle to be left

on the starboard hand; twice round, distance 30 miles; time race, R.A. scale. The entries were as follows:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
1794	Quiver	cutter	12	T. Chamberlayne, Esq.	Owner
2416	Vampire.....	cutter	20	T. Cuthbert, Esq.	Ratsey
	Little Nell.....	cutter	10	B. Nicholson, Esq.	Nicholson
873	Ildegonda	cutter	15	E. Langtry, Esq.	Hatcher

The Fairlie entered but did not start.

The starting hour was unavoidably delayed, in consequence of the Ildegonda driving athwart hawse of Quiver. When the signal was given a hard wind about S.S.E. was raising a considerable lop through the deep water channel; in anticipation of the dusting which awaited them, all four housed topmasts and hauled down a reef in their mainsails, Vampire carrying a second jib, Ildegonda and Quiver No. 3, while the 10-tonner started with a reefed bowsprit. At 11h. 45m. the Quiver, with the leeward station, ran up head-sails, mainsails being allowed to be hoisted before starting, and jumped away with a lead of Vampire. The Ildegonda in turn had to bear away from the Quiver, and these two on next meeting had both weathered the 10-tonner, their greater power and weight of necessity telling in a short jump of sea, hard wind, and lee tide. The Vampire and Ildegonda now took a long stretch to the southward, the Quiver cheating the tide and smoothing the water by keeping the mainland aboard, while the Little Nell elected to work a middle track. The dead beat of three-miles-and-a-half to the Warner, under such conditions of weather, took 55m. to accomplish, the following being the time of rounding the light-ship:—Vampire 12h. 39m. 0s., Ildegonda 12h. 42m. 0s., Quiver 12h. 45m. 0s.

The Ildegonda, after rounding the light-ship, boomed out a balloon-foresail, but the Quiver, who was sailing short-handed, was unable to do likewise. The Vampire was running off wind, with a small square-sail, and on going round the south-east buoys drew out a minute's additional time of the Ildegonda, Quiver being outrun by the pair, and Little Nell declining to continue the fight when just clear of the light-ship. From the south-east Middle buoys they had a dead hammer for the Spit, the inshore starboard tack being the longest leg. Off the Kicker point the east going tide caused a nasty broken sea to get up, and the little hookers filled their decks at every dive, the 12-tonner of course getting the worst of it, but by dint of perseverance they weathered

the Spit, and then running in, completed half the course at :—Vampire 2h. 23m. 32s., Ildegonda 2h. 26m. 24s., Quiver 2h. 47m. 20s.

The breeze freshened up on the commencement of the second round, and with the weather tide fetching away all three were like "half-tide rocks" in going out to the Warner, the Quiver filling her cock-pit more than once. A mile from the light-ship Vampire's chain jib-halliards burst in one of the heaviest jumps, and dropped under her forefoot. This was smart work for amateurs, but the Vampire's crew proved themselves fully equal to the emergency, another jib being promptly set, but the accident unquestionably lost the Vampire the race, she having fallen to leeward of the Warner, and was compelled to make a short tack to get round. The Ildegonda and Quiver fetched right through, the following being the order of rounding :—Ildegonda 3h. 5m. 0s., Vampire 3h. 6m. 30s., Quiver 3h. 18m. 0s.

Both the Ildegonda and Vampire this time boomed out balloon fore-sails, and off the Sturbridge the Vampire set jib-headed topsail, and shook out mainsail reef. She failed, however, to run past Ildegonda until the south-east buoys were reached, where on hauling her wind she rapidly went away, and on going about in Stokes bay had Ildegonda a quarter-of-a-mile under her lee. Water was again shipped over all in this beat along shore for the Spit, the puffs off Gilkicker coming heavy, and the Quiver getting the worst of it. Off Stokes Bay pier, to make matters worse, her reef earing burst, and consequently she was compelled to drag on the whole sail, her third jib also bursting along the foot. Down from the Kicker, as the water got smoother, the Ildegonda worked up on Vampire, and on bearing away round the Spit was but a-minute-and-a-half behind ; from this to the finish little or no change took place, and the race resulted in Ildegonda winning the prize, the time of finish :—

	h.	m.	s.		h.	m.	s.
Vampire	5	6	47	|	Ildegonda	5	8 37

Second Day—As on the previous day a fine smart south-east breeze prevailed. The Albert Cup, open to cutters belonging to the club, of 35 tons and upwards; time race, Royal Albert scale; course, the new Albert course—viz., from the starting vessel round the Warner light-ship, leaving the Spit Buoy on the starboard hand, thence round the flag-boat moored off Cowes, back round the Spit Buoy and starting vessel, leaving all marks on the starboard hand, except the Spit Buoy and starting vessel, which, on coming in, must be left on the port hand; distance 44 miles. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners	Builders.
982	Kriemhilda	cutter	105	The Count Batthyany	Ratsey
30	Alcyone	cutter	40	Lient.Col. Sir W. Topham	Hatcher
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife
906	Iona	cutter	68	J. Ashbury, Esq.	Ratsey
1475	Muriel.....	cutter	40	T. Brassey, Esq., M.P.	Hatcher
697	Garrion	cutter	92	T. Houldsworth, Esq.	Steele
1538	Niobe	cutter	40	A. Heymann, Esq.	Hatcher
1567	Norman	cutter	40	Major W. Ewing	Hatcher
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
1476	Myosotis	cutter	40	T. G. Freke, Esq.	Ratsey
1590	Oimara	cutter	165	J. Wylie, Esq.	Steele
96	Aura	cutter	42	T. N. Blake, Esq.	Wanhill

The Foxhound entered but did not start.

The yachts were brought in line extending off the centre of Southsea beach, the Aura being nearest the shore to windward, and Kriemhilda, to leeward with the extreme westerly berth. Big working topsails were set over mainsails all round, with the exception of the Vanguard, and at 11h. 21m. a minute only after the preparatory signal, the start was effected, and headsails in the shape of second jibs and working foresails were hoisted on all but the three large cutters, who set big working jibs. All got well away except the unlucky Norman, whose cable and buoy rope got foul of the bobstay, thereby delaying her several minutes. The Alcyone, to leeward, was first to show out and weather the Spit Buoy. The Iona, like Alcyone, held her port tack out clear, but the Fiona, Kriemhilda, and Muriel, with the rest of the fleet, except Garrion and Myosotis, went in for the beach to work the slack water. The true wind was about south-east, which, with judiciously springing up to the puffs, should, but for the tide, have taken all, excepting the Kriemhilda, perhaps, by one long reach on a taut bowline, port tack, out to the Warner. The tide, however, was going like a rapid, and after the Fiona led off, all but the Myosotis, Garrion, Alcyone, and Iona seemed afraid to try the long leg. The Alcyone got as severe shake off by Iona while to windward, the tack inshore being the star-board one, and the great Oimara gave nearly all the "wee ones" a "becalming," while the Kriemhilda, however, picked her own ground, and, considering her position at starting, came out very smartly towards the Warner. The Myosotis, in coming out, burst her topmast stay, and the Norman, when once clear, was worked up smartly. The Vanguard tried a long shoot up to get round, but the others overreached, the Warner was rounded in the following order :—Iona, Fiona, Oimara, Kriemhilda, Vanguard, Myosotis, Alcyone, Garrion, Muriel, Norman, Aura, and Niobe.

The Iona rounded at 11h. 55m. and the Niobe at 12h. 8m. Booms were now carried right off on port side, and spinnakers were soon in use, the Fiona being very smart in setting hers. The Vanguard, in running between the Noman and Sandhead, shifted her 20-footer for the 40-footer, and drew in a little closer proximity to the leading division, which comprised the Iona first, with a good clear lead; Fiona second, 100 yards fine on her port quarter; Oimara and Kriemhilda third and fourth, 400 yards astern of Iona, running beam and beam, off Sandhead buoy. Nothing of note occurred in the run towards Cowes, the Iona holding the premier position unchallenged. The wind held fresh, a fine working topsail breeze as at start, but slight changes took place to Egypt, as the following times will show:—Iona 1h. 7m. 30s., Fiona 1h. 8m. 30s., Oimara 1h. 9m. 30s. Kriemhilda 1h. 10m. 0s., Vanguard 1h. 12m. 20s., Alcione 1h. 14m. 0s., Myosotis 1h. 14m. 5s., Garrion 1h. 15m. 0s., Norman 1h. 17m. 30s., Aura 1h. 20m. 0s., Muriel 1h. 23m. 0s., Niobe 1h. 26m. 0s.

After gybing all held their reach on the starboard tack for the mainland, the Fiona head reaching in a most remarkable manner, and weathered the whole fleet. The Iona was soon under her lee beam, and Oimara was dropped fast away under her lee, the Kriemhilda at the same time weathering on the big Scotch cutter, and Vanguard screwing out to windward of the whole lot, save and except Huson's charge. When clear of the Kicker a long starboard tack was made right away for Southsea beach, the tide coming though the Swash and eating their heads to windward. On getting the harbour open a tumble of short cross sea in the tide and a fresher breeze sent the Fiona clean away on the reach in to Southsea from Iona, while the Kriemhilda and Oimara also worked up closer to Mr. Ashbury's cutter, and the Vanguard, despite her lesser power, was fairly tackling the big Garrion. All stood boldly in until well nigh scraping the beach, when they came about, and stood to the southward for the Spit buoy, whence they had a run in to complete the first round. Oimara slipped past Garrion in the run home, the station boat being gybed round, and the first half of the course completed thus:—Fiona, 3h. 4m. 40s., Iona, 3h. 6m. 3s., Kriemhilda, 3h. 10m. 3s., Vanguard, 3h. 12m. 18s., Oimara, 3h. 13m. 32s., Garrion, 3h. 13m. 40s., Alcione, 3h. 16m. 48s., Norman, 3h. 18m. 31s., Muriel, 3h. 27m. 30s., Niobe, 3h. 28m. 40s., Aura, 3h. 49m. 10s.

The Myosotis attempted to run in from the Spit without a shifting backstay aft, and had to luff smart and let go topsail halliards in order to save her topmast. After this she retired from the contest, and shortly after the Aura. A slight easting in the wind enabled all to lay their

course to windward of the Spit. The wind held true in force as the Trades, but proved strong enough to break Fiona's topsail-yard in the slings. The Kriemhilda did wonderfully well in the long reach of three-miles-and-a-half out to the Warner, which was rounded at:—Fiona 3h. 30m. 0s., Iona, 3h. 31m. 30s., Kriemhilda, 3h. 33m. 20s., Vanguard, 3h. 36m. 45s., Oimara, 3h. 37m. 0s., Garrion, 3h. 38m. 0s.

The Alcyone, Norman, Muriel, and Niobe rounded next in order. Spinnakers and water sails were again carried down to the Cowes mark, and the Iona, through being unable to square her boom, on account of the channels being too far aft, got this time run upon by the Kriemhilda, and the loss of the ringtail boom, too, deprived Mr. Ashbury's cutter of a valuable sail. The Oimara and Vanguard changed positions in running down, and the Norman too, after a hard fight, got the Alcyone in her wake. The Cowes markboat for the last time was rounded by:—Fiona, 4h. 55m. 0s., Kriemhilda, 4h. 58m. 0s., Iona, 4h. 58m. 20s., Oimara, 5h. 3m. 30s., Vanguard, 5h. 4m. 5s., Garrion, 5h. 6m. 0s., Norman, 5h. 20m. 0s., Alcyone, 5h. 20m. 40s.

The Iona was compelled to come about, in order to get clear of Kriemhilda's wind, and she alone consequently made a board for the island shore, the rest standing in for the mainland, in order to slack a west-going tide, and afterwards get the first of the east-going out-draught from Southampton Water. In the turn down from Cowes mark to the Kicker the Fiona fairly beat the Kriemhilda, but off the Middle buoy she carried away another topsail yard, and thus had to fall back on a jib-header. Off Stokes Bay Pier the Iona took a nice free northerly draught, which lifted her up a good bit on the Fiona. All the sternmost boats on the north shore brought this wind down with them, Vanguard in turn picking up the same breeze as Iona, but the latter's advantage over the Fiona was but short-lived, as Mr. Boutcher's cutter presently got a free puff, after which she walked clean to windward of the Kriemhilda and Iona, going round the Spit, and tearing in for home with jib-topsail set, and finishing up a finely sailed race a winner, the following being the time of arrival:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Fiona	6	30	0	Vanguard	6	43	19	Norman	6	51	7
Kriemhilda ...	6	37	44	Garrion	6	44	28	Alcyone	6	54	56
Iona.....	6	42	34	Oimara	6	49	31	Niobe	7	7	^

The Fiona thus won the cup, and sailed this match in quite her old form.

The second race was for a cup, value £60 open to schooners belonging to the Royal Albert Yacht Club. Course, the New Albert Course, viz from the starting vessel round the Warner light-ship, leaving the Spi

buoy on the starboard hand; thence round the flag-boat moored off Cowes, back round the Spit buoy and starting vessel, leaving all marks on the starboard hand except the Spit buoy and starting vessel, which, on coming in must be left on the port hand ; twice round, distance, 44 miles. Time race, Royal Albert scale. The following started :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rtg.	Tons.	Owners.	Builders.
640	Flying Cloud	schooner	75	Count Batthyany	Inman
806	Harlequin	schooner	99	Col. Markham	Ratsey
1639	Pantomime	schooner	142	J. F. Starkey, Esq.	Ratsey
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill

The schooners were started at 11h. 25m., and worked out to the Warner by shorter boards than the cutters, the Egeria with an advantage of weather station, getting out first to the Warner, with the Flying Cloud about 4m. astern, Pantomime being next, and Harlequin last. The Egeria's immense main spinnaker now drew her rapidly away from the Flying Cloud, and the Pantomime also ran past the Count's schooner, the Harlequin following miles astern of the Egeria. The two leading schooners rounded the Cowes mark at :—Egeria 1h. 21m. 30s., Pantomime 1h. 25m. 30s.

The Egeria, Pantomime, and Flying Cloud worked down with the cutters surprisingly fast, the Pantomime for some reason or other going far better to windward than Egeria, and both head-reaching and eating her out of the wind. From the following time of the first round it will be seen that the Pantomime had gained 2m. in an eight miles' turn to wind ward, with the "flying" Egeria. First round, viz :—Egeria 3h. 22m. 40s., Pantomime 3h. 24m. 53s., Flying Cloud 3h. 29m. 16s., Harlequin 3h. 41m. 2s.

Strange to say, in all but running, the Pantomime, in a little loup of seas, and nice working topsail breeze, was better than Egeria, for on the close haul out, Mr. Starkey's schooner had but little difficulty in getting first round the Warner; but when again dead before it the Egeria's greater spread of running sail told a tale, the big spinnaker giving her 5m. advantage in the run of nine-and-a-half miles from the Warner to Cowes mark, the time being :—Egeria 5h. 19m. 0s., Pantomime 5h. 24m. 0s.

Along the mainland the schooners had a free northerly breeze, which the Pantomime was first to get hold of, the Flying Cloud afterwards bowling along with almost a free sheet over the water Egeria had

turned over. The latter's prospects consequently did not look particularly easy, as the Pantomime off Stokes Bay Pier had again worked up within her time, and she in turn had now a dangerous rival in the Flying Cloud. The following are times of arrival, Flying Cloud winning amidst some excitement the £60 cup by a few seconds from the Pantomime :—

	h. m. s.		h. m. s.		h. m. s.		
Egeria.....	6 52 43	|	Pantomime.....	6 53 49	|	Flying Cloud ...	7 5 9

Third Match.—The Vice-commodore's cup value £25, open to yachts belonging to the club under 35 tons, course, the old Albert Course, twice round ; distance 30 miles. Entries as follows :—

Numbered as in Hunt's Universal Yacht List for 1872:

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
364	Daring	schooner	31	Sir C. Harvey	Hatcher Ratsey Fife
873	Ildegonda	cutter	15	E. Langtry, Esq.	
2416	Vampire.....	cutter	20	T. Outhbert, Esq.	
541	Fairlie	cutter	15	J. A. Limbert, Esq.	
	Little Nell	cutter	10	B. Nicholson, Esq.	

They were started at 11h. 30m., Little Nell being an absentee. The Fairlie got her topmast on ashore and Ildegonda housed hers, but the Vampire carried her jib-header. The schooner in the beat out to the Warner made but a poor show with the smart little cutters, the Vampire showing the way out. The Ildegonda retired from the race before completing the first round, but the Fairlie and Vampire fought out a tough fight to the last. The Vanguard hitting off range for the Spit in the last round for home, had to make a short board, which gave Fairlie, who had well judged her distance a decided advantage. The time at finish was:—

	h. m. s.		h. m. s.	
Vampire.....	5 14 53	|	Fairlie	5 16 22

The Fairlie thus saved her time, with 1m. 14s. to spare ; but a protest from Vampire against Fairlie for not having a member of the club on board, the prize was therefore awarded to Vampire.

Third Day.—This day was devoted to boat racing and other water sports ; there was, however, a match for yachts under 10 tons, and which was won by Brunette, Mr. Newnham. The Southampton coast boat Alpha won the four-oared galley match, first prize £20.

Fourth Day.—The race to day was for the Town Cups, value £70 and £50, open to yachts of any rig belonging to a royal or recognised

yacht club, Course, Old Albert Course, three times round. The entries were as follows :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
982	Kriemhilda	cutter	105	The Count Batthyany	Ratsey
30	Alcyone	cutter	40	Lieut. Col. Sir W. Topham	Hatcher
607	Fiona	cutter	78	E. Boucher, Esq.	Fife
906	Iona.....	cutter	68	J. Ashbury, Esq.	Ratsey
640	Flying Cloud.....	schooner	75	The Count Batthyany	Inman
806	Harlequin	schooner	99	Col. Markham	Ratsey
1639	Pantomime	schooner	142	J. T. Starkey, Esq.	Ratsey
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
1567	Norman	cutter	40	Major W. Ewing	Hatcher
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
1590	Oimara	cutter	156	J. Wylie, Esq.	Steele
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
726	Gertrude	yawl	68	Major Tharp	Wanhill
91	Astarte	yawl	70	D. M. M'Farlane, Esq.	Day & Co.

Gertrude sailed as 51 tons, and Astarte as 53 tons. On starting, at 11h. a.m., there was only a faint northerly breeze, so balloon topsails (upon those which were possessed of them) were hoisted. Kriemhilda, to leeward, went smartly away; Alcyone and Iona, as in each match, picking themselves out. Although holding leeward stations, the inshore divisions were densely packed, and soon coming down, the changes going out in the run of three-miles-and-a-half to the Warner, it would have been impossible to note at the lightship; and after Kriemhilda, Alcyone, and Egeria had got clear, a "warmer corner" has not been experienced this season, Fiona, Iona, Vanguard, Norman, Harlequin, getting locked together at this mark, and for a time it was not only a question of spars and gear, but broken bones or something, perhaps, worse. The only damage, however, was that Harlequin (who nearly cut Fiona down) smashed in a range of bulwark on the starboard quarter of Mr. Boucher's cutter, Fiona, in retaliation, giving Mr. Ashbury's cutter her bowsprit end. Of course, through this cannoning, the leaders had got quite away. As a consequence Kriemhilda obtained a long lead and her freedom in getting the wind clear (an advantage she did not, in the reach to the S.E. buoys, fail to take advantage of) their positions being:—Kriemhilda, Alcyone, Garrion, Flying Cloud, Egeria, Iona, Fiona, Vanguard, Norman, Harlequin, Pantomime, Gertrude, Astarte, and Oimara.

The breeze freshened as the yachts reached westward, and in one of these little spurts Fiona, who was gaining at the time on Kriemhilda, carried away topmast, the topsail-yard in its descent smashing gaff, and was thus put out of it, and Mr. Ashbury's cutter soon after took second

place, the latter vessel fairly surprising every one in her going. Oimara feeling the increasing motive power was soon feathering at the stern. and again at the south-east buoys they came all in a cluster after Kriemhilda, Iona, and Oimara had rounded the red buoy and made homeward tracks, followed by Alcyone, Garrion, Gertrude, Flying Cloud, Pantomime, Harlequin, Astarte, Vanguard, and Norman, these last named five vessels having had most decidedly less wind than the leading four. Either Messrs. Weedon, Taylor, or Fowles, would have had a fine subject to pourtray of the match between Egeria, Alcyone, Garrion, Gertrude, Flying Cloud Pantomime, Harlequin, and Astarte. When between the south-east buoys of the Middle, they were all of a heap, and each jamming with a shorter wind than the first, four had to weather the easternmost buoy. A brave weather tide enabled all, however, to do this, and when clear they all, in the order named above, came "ramping" with lee rails at times under water. The first round was completed :—Kriemhilda 1h. 25m. 48s., Iona 1h. 32m. 55s., Oimara 1h. 33m. 35s., Egeria 1h. 34m. 3s., Flying Cloud 1h. 36m. 34s., Pantomime 1h. 38m. 22s., Gertrude 1h. 39m. 45s., Garrion 1h. 41m. 24s., Alcyone 1h. 41m. 25s., Vanguard 1h. 43m. 17s., Harlequin 1h. 44m. 25s., Norman 1h. 44m. 46s., Astarte 1h. 46m. 37s.

In the dead run with spinnakers on the port side to the Warner, Iona maintained her position with Egeria, and ran Kriemhilda a minute, the ruck dropping further astern. Kriemhilda was round the Warner 6m. in advance of Iona, 2m. after whom came Egeria, then Oimara, Pantomime, Flying Cloud, and Garrion, the rest being apparently out of the hunt. Although lee rails were under, Iona in the reach up held both Oimara and Egeria, while Kriemhilda was fairly going away from the fleet. Kriemhilda, Iona, Oimara, and Egeria were the four placed ones at the south-east buoys, and then a nice rap full with jib-topsails, they came down on the back of an east tide along shore and a rattling breeze. The Pantomime from the south-east buoy to the Kicker was making a spectacle of Egeria, but off the fort Pantomime stuck for a few minutes on the Spit. Between the Kicker, and Spit buoy Egeria and Oimara both reached through Iona's lee, the latter, however, keeping the rest of the fleet in her wake, the schooners, of course, coming up on her, but the same of her rig, Garrion, Vanguard, and company, not being able to show with her. After rounding the Spit, Iona was compelled to tack clear of Oimara, and this let Pantomime in, the times of the second round being :—Kriemhilda 3h. 15m. 5s., Oimara 3h. 26m. 12s., Egeria 3h. 28m. 30s., Pantomime 3h. 29m. 2s., Iona 3h. 29m. 30s., Flying Cloud 3h. 33m. 10s., Garrion 3h. 36m. 47s.

Vanguard 3h. 39m. 56s., Gertrude 3h. 42m. 10s., Alcyone 3h. 45m. 40s., Norman 3h. 47m. 12s., Harlequin 3h. 49m. 5s., Astarte 3h. 53m. 35s.

Iona's bobstay fall parted when working in for the mark-boat, which accounts for her fifth berth. The shake off she got in rounding put her still further astern; in the run out to the Warner, however, she slipped past Egeria, and at the Warner would have again been second but that Egeria, with her bowsprit end whipped off her boom iron and ring-tail spanshackle. In the reach up to the south-east buoys Kriemhilda made an exhibition of the fleet, and Egeria, Oimara, and Pantomime left Iona in their wake, the little Cloud coming at times up on Iona's beam; but off Ryde was dropped well astern. From the south-east buoys to complete the match, the Oimara, Egeria, Pantomime, Iona, and Flying Cloud were stern-chasers in order to Kriemhilda, and with the east tide, a fine breeze, and free sheet all went well enough; but when they got to the Spit and luffed round to beat up to the winning mark, it was quite a different affair, and a scene was witnessed which does not often take place at a yacht race.

It has been matter of speculation what would be the effect if several large vessels were beating up the narrow channel from the Spit, with the wind dead on end, and now, when this was the case, and in addition an adverse tide and failing wind, with the water low, the effect was rather remarkable.

Kriemhilda kept all her lead, and was fortunate enough to pull through with a fair breeze; although it took her just *half-an-hour* to do a mile; but when the big Oimara tried her chance, she was quite unable to turn over the tide, and was soon glad to bring up. Egeria came next, and after a long and protracted struggle, only succeeded in dragging up to near the stern of the committee vessel, and there after nearly getting ashore, brought up close to the beach. Pantomime followed, and getting by Egeria, seemed as if she were about to achieve the barren honour of getting in first in her class (Flying Cloud being evidently within her time); but on her last board, she stood out across the steamer's stern, (as if seeking moorings outside) and on tacking again to starboard to pass *inside* in the regulation order, she was utterly unable to get in again, and drifted bodily down in haystack fashion *outside* the tier of vessels at anchor; bringing up after some quarter-of-a-mile of this crab-like method of progression. This was lively and cheering for the big ones, but when the Iona came up she seemed to do better, and worked past in good style. Flying Cloud too, passed her two desolate sisters and dragged up, and the winning gun was fired for

her (the *only* schooner in) ; but all her efforts only brought her level with the steamer's paddle box, until a passing steam-launch gave her a pull out. The Gertrude and the two forties seemed to get a little air of their own to bring them in, and Astarte went ashore off the Castle.

Comment is superfluous ; of course this *contretemps* could only take place with such a combination of adverse circumstances as seldom occurs ; but whether it is worth while to take even the chance of its recurrence is worthy of serious consideration. The official times of arrival were :—

	h. m. s.		h. m. s.		h. m. s.
Kriemhilda ...	5 16 7	Flying Cloud...	5 49 58	Alcyone	5 58 58
Iona.....	5 40 35	Gertrude	5 55 20	Norman	6 0 8

It will thus be seen that Count Batthyany carried off both prizes, the first (£70) with Kriemhilda, and the second (£50) with Flying Cloud. Great pleasure was universally manifested at the worthy Rear-commo-dore's thus pulling off the double event, as it is almost an unprecedented feat for a yachtsman to start two vessels in a race and win with both.

Kriemhilda sailed well all through, and also Flying Cloud, and both with a fair share of good fortune; the lion's share of ill luck falling to Egeria, which lost all her 4m. lead of Pantomime at the end of the second round, from the difficulty of getting through other vessels at the mark-boat, which was a foretaste of what took place on such an extended scale at the finish.

Pantomime is certainly wonderfully improved, and may be expected to make a good fight for the championship of the middle-weight schooners next year. Fiona has shown all her old form this season, and has also expended rather more than her average of spars ; two topmasts, two topsail-yards, and a gaff being the little list for the Royal Albert week.

A cup, value £35 for yachts belonging to the Royal Albert Yacht Club which have never won a first prize. Course, the Old Albert Course, twice round. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Sailed as	Owners.	Builders.
591	Fenella	schooner	84	J. C. Crace, Esq.	Inman
701	Gazelle	cutter	42	J. N. Palmer, Esq.	J. White
1025	Lady Evelyn.....	schooner	84	Lord Ailsa	Fife
804	Daring	schooner	19	Sir C. Harvey, Bart.	
895	Diamant.....	yawl	42	G. Benoit-Champy, Esq.	Ratsey
245	Chonita	schooner	42	H. Pigeon, Esq.	Halliday

The Lady Evelyn, in this match, for yachts that had never won a first prize, took the lead at starting, and maintained it unchallenged throughout, the following being the timing of the rounds :—

	FIRST ROUND.			SECOND ROUND.		
	h.	m.	s.	h.	m.	s.
Lady Eveleen	1	59	35	3	56	31
Diament.....	2	2	20	4	7	13
Gazelle	2	11	13	4	28	8
Chonita	2	12	10	4	30	31
Fenalla	2	32	10	4	39	18
Daring	2	57	30			

A cup value £10 for yachts and pleasure boats of 10 tons and under. To start at 11h. 10m., a.m. Course, from the starting vessel round the Warner light-ship, thence round the north-west buoy of the Stour-bridge, back round the starting vessel, leaving all marks on the star-board hand ; twice round. Zephyr, cutter, 10 tons, D. West, Esq.; Little Nell, cutter, 10 tons, B. Nicholson, Esq.; Ibis, cutter, 9 tons, D. S. Smith, Esq.; Frances Rhoda, cutter, 4 tons, A. S. Blake, Esq.; Brunette, cutter, 7 tons, — Newnham, Esq.; Nelly, cutter, 7 tons, E. Langtry, Esq.; Try Again, cutter, 7 tons, — Taylor, Esq. The prize was awarded to the Ibis.

Fifth Day.—The regatta was concluded by Channel Matches from Southsea to Torquay. The first match being for a cup value 50 guineas (presented by the R.A.Y.C.,) for schooners belonging to any yacht club; a time race, three times the Royal Albert scale. The entries and starters were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts	Rig.	Tons.	Owners.	Builders.
1639	Pantomime	schooner	142	J. F. Starkey, Esq.	Ratsey
640	Flying Cloud.....	schooner	75	The Count Batthyany	Inman
793	Gwendolin	schooner	197	Major W. Ewing	Nicholson
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
806	Harlequin	schooner	99	Col. W. Markham	Ratsey

The second match was for a cup value 62 guineas, presented by The Count Batthyany, the Rear-Commodore, for yawls belonging to the R.A.Y.C.; a time race, three times Royal Albert scale. The entries were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
726	Gertrude	yawl	68	Major Tharp	Wanhill
298	Corisande	yawl	141	J. Richardson, Esq.	Ratsey
369	Dauntless	yawl	162	F. Willan, Esq.	Harvey
2340	Tartar.....	yawl	52	B. C. Greenhill, Esq.	Goodall
395	Diament.....	yawl	50	G. Benoit-Champy, Esq.	Ratsey

The third match was for a cup value 50 guineas, presented by the

Torbay Royal Regatta Committee; open to cutters belonging to any yacht club; a time race, three times Royal Albert scale. The entries and starters were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tonn.	Owners.	Builders.
1567	Norman	cutter	40	Major W. Ewing	Hatcher
982	Kriemhilda.....	cutter	105	Count Bathiany	Ratsey
30	Alcyon	cutter	40	Sir W. Topham	Hatcher
607	Fiona	cutter	78	E. Boucher, Esq.	Fife
906	Iona.....	cutter	63	J. Ashbury, Esq.	Ratsey
1475	Muriel.....	cutter	40	T. Brassey, Esq.	Hatcher
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
1590	Oimara	cutter	165	J. Wylie, Esq.	Steele

The start took place at 2h. 10m., the whole lot being brought up in a somewhat straggling order off the Kicker. There was a light breeze from the north-east blowing at the time, and a strong west going tide. The Fiona made a flying start, and with sheets checked went out with an unmistakable lead, the Kriemhilda and Iona coming next, with the Oimara roaring up on the weather of Mr. Ashbury's cutter. The Gwendolin led the schooner class through Cowes Roads, where the Pantomime reached past the Flying Cloud and took second place, Egeria following. The Corisande held pride of place of her rig, the Dauntless, although wide, being second best. Keeping the Island close aboard, the Fiona, with a free sheet, marched away foot by foot from the Kriemhilda, the Gwendolin and Pantomime hanging close together. The Iona and Garrion came along over the Brambles, evidently on the look out for a fresher wind off the mainland, but the leewardmost held the better of what off Yarmouth was decidedly a failing breeze. About 4h., when

rocks, the Kriemhilda commenced to gripe out on the windward quarter, the leading division at this point comprising Gwendolin, Pantomime, Kriemhilda, and Flying Cloud, all of which ran out the big ship channel, shaving the edge of the shingles and having to run out main sheet to draw clear outside angles buoy. After passing Hurst the Iona again elected to run in land in search of a wind, and luffed in, seeing which Harlequin, Muriel, and Tartar came in to windward of Mr. Ashbury's cutter through the North Channel. Iona sailing with anything but a true breeze brought the Fiona at 5h. 5m. south of Swange Ledge Buoy, the Fiona in the premier position, ramping along like a witch. They then found the Kriemhilda unpleasantly close on her weather

quarter, and next to these came Egeria and Flying Cloud, with the Corisande on their beam, while broad away on their starboard quarter came the Norman, who by keeping a mid course held the wind, and went hopping along with a breeze, while the van and rear-guard were upright as a steeple.

Off Durlleston, at 5h. 22m., the Fiona—who had been reaching down quite free—broke off, and the Norman planted herself well within her time upon the starboard quarter of Mr. Boutcher's cutter. In the meanwhile the Iona, Alcyone, Harlequin, Muriel, Tartar, and others forming a straggling background, were hugging the land rather too lovingly, as it turned out, as the Gwendolin, Egeria, and Flying Cloud, though getting but a light breeze, fared far better than the alongshore lot when St. Alban's head was passed. At this point the Fiona led the Pantomime by a mile, then came the Gwendolin, Kriemhilda, Oimara, and Egeria, the last-named, for some reason, being held safe by the whole lot, and having let Oimara reach past her in a regular schooner's breeze, what there was of it.

At 7h. 10m. the sun had dipped behind the old headland, and the Iona finding a northering of wind, flattened in sheets and luffed landwards, while a mile on her lee beam the Norman was tearing along with everything full and drawing. The Fiona got a breeze of far less strength, and headed off, whilst the Pantomime and Gwendolin also took the wind at the wrong end. The Iona tried a tack in under St. Alban's, but the breeze failing, and the tide having charge, she had to tack smartly to clear the land, and Alcyone, Dauntless, and the leading division of the fleet jumped away a mile or two ahead before Mr. Ashbury's cutter again took the breeze and was set going. Finding the inshore cast of no use, the latter now tried a wide berth off, and taking a nice breeze she quickly passed the Alcyone, and went away in hot haste for those ahead, who were now dimly discernible in the twilight. From the time of sighting the Shambles until Portland Breakwater lights were well open, a nice breeze carried them along six knots as they burst up a rising flood on a close-hauled reach, but for some time it was a very moot point whether sufficient wind would come out to carry them round the Bill.

About 11h. 15m. the Fiona, after going in close under the island, found the tide clawing her head round to the southward, the Pantomime, Gwendolin, Oimara, and Egeria going the same way, and as the sternmost vessels came up they tried, one after the other, every endeavour to get round the Bill by keeping in shore in order to cheat the tide. All this, however, was of no avail, the reward of every effort being a

drive through the race, the Iona being, in fact, the only one who got clear of the Bill and race at the first time of asking. There were several narrow escapes, the Egeria and Pantomime as nearly as possible coming to grief in the boiling race, the yachts in such a faint air being completely out of control.

At 11h. 15m. p.m., the Fiona made her first attempt to weather Portland, which she ultimately accomplished about 2h. 15m. a.m. the next day. There can be no doubt that an outside course, clear of the race, and in fairway down Channel, would have been the most serviceable, but doubtless all the yachts expected the wind to freshen up with the night and thus enable them to overpower the tide. At midnight the Iona reached out past the Pantomime, which for some time had been the leading vessel, the Fiona having tided far away to the eastward of these two, with the Dauntless and Norman away in the wake of Iona, having made their way from the rear into the van of the fleet. The Pantomime and Iona for an hour sailed a very even race, the Dauntless and Norman having dropped gradually astern until their sails altogether disappeared from view. The moon shone out brightly, yet the night was far from clear, as the Pantomime, when but half a mile ahead of the Iona, was completely hidden in a misty haze. Side lights were at times seen flickering through the darkness, but although all the competing vessels were required by the conditions of the match to carry them after sundown, several evaded this very necessary rule.

From 2h. until 4h. a smart northerly breeze lasted, the Pantomime when last seen having hauled up across Iona's bow, with the Fiona racing along on an easy bowline half a mile under the lee beam of Mr. Ashbury's cutter. Another sail, very faintly defined, but believed to be one of the racing craft, was also sighted, and subsequently turned out to be the Dauntless, right in the wake of the Iona, and as far as could be judged at the time the above-named four formed the leading division. Steering down N.N.W., both Iona and Fiona expected to have fetched either Hope's Nose or the Thatcher Stone, but when at 4h. 15m. the land loomed up, Berry Head, doubtless to the disgust of all on board, was found dead on end, and sheets were accordingly flattened in, and both were soon screwed up high as they could look; the Dauntless, who found herself in the same fix, following suit.

At 4h. 30m., Berry Head bearing west, distant five miles, a new fresh sailing breeze sent the Fiona's balloon-topsail over the side, a mishap that of course extinguished what until then had looked like a great chance of the prize, as she had the Iona only to beat. The latter, however, had been fairly holding Mr. Boutcher's craft, and now that t

Fiona was put out of court, and with no craft other than Dauntless in sight astern, her prospects looked promising enough. The tide, which had thrown Iona, Fiona, and Dauntless so far to leeward, had, however, less effect on the inshore division, for when the sun's limbs were distinctly defined, first a schooner and next a lofty cutter were to be seen close in along the land, with a nice breeze off the weather shore. These two proved to be the Pantomime and Kriemhilda, who at 5h. had drawn up four miles distant upon the Iona's beam, the topmastless Fiona having of course dropped out of the hunt.

At 5h. 30m., Corisande with spinnaker on bowsprit end, came up in closer proximity to Pantomime, and the Norman from the rear came stealing up on the Oimara, Gwendolin, and Kriemhilda. The Kriemhilda, after having made a splendid landfall, was sailing along with checked sheets, while the Iona, with a dead beat up in a wofully light breeze, and against a soaking lee tide, had the felicity of seeing nearly all the fleet drag along under the land towards their destination. The Kriemhilda and Flying Cloud were both unfortunate in having fallen in with spotty patches, but the Norman was in luck's way now as her spinnaker never for once dropped inboard, nor did the breeze fail her for a moment, and from the rear division she emerged into a position that placed her at the finish only a few seconds behind Oimara, and as a matter of course made her the winner of the cutter prize. The Corisande was the first in of the yawls, the Dauntless having lost all chance in consequence of the leeward berth she found herself to be in when the land was picked up. In the schooner match Pantomime beat the whole lot fairly over every inch of ground she sailed. The following are times of arrival:—

	h. m. s.		h. m. s.		h. m. s.
Pantomime.....	6 26 4	Norman	7 4 40	Egeria.....	7 46 45
Corisande	6 39 22	Gertrude.....	7 11 56	Iona.....	7 47 50
Kriemhilda.....	6 47 16	Flying Cloud ...	7 12 58	Tartar.....	7 51 12
Gwendolin	6 51 15	Garrion	7 35 35	Dauntless	8 21 3
Oimara	7 4 38	Alcyone	7 37 33		

The Pantomime thus won the schooner prize, the Gertrude that for yawls having saved her time, and the Norman took the cutter prize also by time. The amounts accruing from entrance fees in each class were given as second prizes, and of these Flying Cloud won £6 5s., Corisande £7 15s., and Kriemhilda £10 respectively.

TORQUAY ROYAL REGATTA.

THIS regatta took place on August 26th and 27th, and was the most successful ever held at Torbay, and was attended by a large number of spectators.

First Day.—The weather was somewhat unsettled, and in the early part of the morning blew stiffly from the north; but about the starting hour veered round to west, later in the day a point or so to south, and then back to north-west. The first race was for a prize of £75, for cutters of 40 tons and upwards, belonging to a royal or recognised yacht club. First prize £60, second prize £15; time race, half Ackers's scale. For this were entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
982	Kriemhilda.....	cutter	105	The Count Batthyany	Ratsey
906	Iona.....	cutter	62	J. Ashbury, Esq.	Ratsey
607	Fiona	cutter	78	E. Bontcher, Esq.	Fife
30	Alcyone	cutter	40	Lieut. Col. Sir W. Topham	Hatcher
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
1567	Norman	cutter	40	Major Ewing	Hatcher
1590	Oimara	cutter	159	J. Wylie, Esq.	Steele

Oimara allowed Iona 11h. 55m., Fiona 8h. 15m., Alcyone 18h. 40m., Vanguard 12h. 25m., Norman 18m. 40s. Fiona allowed Vanguard 4m. 10s.

It was after 12h. before the signal gun was fired. From 10h. to 11h. the wind blew hard in squalls, with frequent showers, and the yachts had to work upon short tacks to reach the line of buoys from which they had to start. It was whilst so working up that the bowsprit of the Kriemhilda snapped off almost close to the stem, thus preventing her from taking any part in the race; this was greatly regretted. The Garrion, from some unexplained cause, did not sail.

The course was from the committee-boat anchored off the Corbon Head to a mark-boat in mid bay, distant five miles; thence to another under the Hospital at Brixham, two miles; on to a third off Goodington Sands, three miles; then to the committee-boat, three miles; in all thirteen miles, which in the case of the first class had to be traversed four times, making a total distance of fifty-two miles; in the second class twice, and in the smaller class once.

The yachts took up their position at the buoys soon after 11h.; they all had their mainsails, and the Oimara had her topsail up as well. The

difficulty of getting such large craft into position was great, and then it was equally difficult to keep them there until all were ready, for the sails were every now and then filled with the wind, causing an enormous strain on the mooring gear. At length the signal gun for starting was fired at 12h. 16m. 20s. The Oimara, which had the weathermost berth, soon slipped away, setting her head sails as she went, but this was not done over smartly, it appearing that the fore-staysail halliards had fouled. However, this was soon cleared, the boom was rigged, and her enormous spinnaker reaching from the topmast-head nearly to the water was run up. The Norman was next clear away, then the Iona and Fiona, all setting their spinnakers as they stretched out. All the craft canted the same way to the eastward, and then ran down before the wind to the seaward mark. It was a grand sight to witness these vessels staggering along before a good rattling breeze under every stitch of sail that could be hoisted. The Fiona did not hoist her topsail. The Oimara led well to the seaward mark-boat, which she passed at 12h. 40m., with the Fiona second; there was but little difference between the craft at this point, for they had all rounded it within five minutes, and were making a series of tacks to reach the Brixham mark. From the mid buoy mark to that off Goodrington it was a continual working to windward, necessitating the taking in of the spinnakers, and any other light sails which can only be used when going free.

At 1h. 15m. the Oimara passed Berry Head, and in four minutes more passed the Brixham mark-boat, when she stood across the bay on the port tack, close hauled, with the Fiona some distance astern, and in a few minutes were about on the other tack, reaching far under the land until she was nearly losing the wind, which at this time had lulled a little. The Iona, Alcione, and Norman, formed a group of themselves, and between the two latter there was at times a very spirited match.

At 1h. 35m. the Oimara passed the Goodrington mark-boat, after which she stood down towards Torquay with a stiff breeze that made her careen over till her lee scuppers were level with the water. The Fiona passed the Goodrington mark 6m. after her, with the Alcione and Vanguard close astern. It was noticed that the Fiona carried a protest flag in the rigging. The Iona in beating up from Brixham carried away the end of her bowsprit, and was obliged to give up. The first round was thus completed:—Oimara 1h. 50m. 38s., Fiona 1h. 55m. 25s., Vanguard 1h. 57m. 43s., Norman 1h. 59m. 3s., Alcione 1h. 59m. 49s.

It transpired on the boats passing that the Fiona protested against any of the competing vessels carrying a topsail, the owner having understood that no topsails were to be carried in the race. This, however, the com-

mittee declared to be a misapprehension on his part, and later on in the race it was seen that he at length likewise set his own topmast and gaff topsail. As soon as the Oimara had passed the committee boat, the spinnaker was again ran up and away she went to sea and rounded the seaward mark 7m. before the Fiona came up, the Vanguard was 9m. after, the Norman 11m., and the Alcyone 12m. It was during this round that the Fiona, whose topmast was struck from the commencement, hoisted it and sent up her topsail; she did very well with it in smooth water and a moderate breeze, but it certainly gained her nothing in the smart gusts which came suddenly off the land. The Alcyone in this round was close upon the Norman, and when they came up there was but a few seconds difference between them. In the third round, however, the Norman regained her place; in the third and last round no changes took place in the position of the boats. The Oimara continued to increase her lead, and the question was whether she could make any more time over and above the 8m. 15s. she had to allow the Fiona; as the match drew to a close it was seen that she could allow all that and to spare. The second prize of £15, would then fall to the Fiona, provided the time allowance on her part to the Vanguard was covered. It was seen at once that it was doubtful whether she would be able to take it, for the Vanguard, to which she had to allow 4m. 10s., was not very far distant; so, consequently, the taking the time by the committee as each yacht passed, became a critical task, especially as they had to count by the second. When the Oimara swung round, there was no question about her being the winner, for the Fiona was still under Elbury Cove, and so she was heartily cheered; but when the Fiona bore down, it became a question whether she should have the honour of a gun and a cheer. Every eye was directed to the Vanguard, which was coming down from Paignton at a spanking rate; but when she rounded, and the time and differences of tonnage allowances were made up, it was found that the Fiona had lost by just 37secs. The Alcyone gave up after completing the third round. The race was finished at the following times:—

	h.	m.	s.		h.	m.	s.
Oimara.....	6	20	57	Vanguard	6	45	15
Fiona	6	41	42	Norman	6	53	4 ⁵

The second match was for a prize of £20, for yachts of 20 tons and under, belonging to a royal or recognised yacht club; first prize £15 second prize £5. Time race: 45 secs. per ton up to 15 tons, 30 secs per ton above. For this there were four entries:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owars.	Builders.
2410	Vampire.....	cutter	20	T. Cuthbert, Esq.	Hatcher
1093	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
873	Ildegonda	cutter	15	E. Langtry, Esq.	Hatcher
429	Dudu	cutter	15	Major O. Grimstone	Hatcher

The two former came up to the starting buoys with their main and topsails set, the two latter did not show their light canvas, the variable-ness in the force of the wind doubtless inducing them to keep their top-masts housed. These vessels were got away at 12h. 52m. 30s., at a time when the sea was very calm and a light breeze wafting over it. The Vampire was the weathermost boat, and made a fair start, and besides setting her head sails she ran up a square foresail; the Lizzie sported a spinnakers, so likewise the Ildegonda and Dudu. The Lizzie soon took the lead, but it must be confessed that the prize was hotly contested, and there was some good racing between the boats. The Lizzie held the post of honour very well until the third round, when in working up under Brixham the Vampire very cleverly passed her and gained on her to the extent of 3m.; as they were of equal tonnage there was no time allowance to reckon. The Dudu retired in the course of the race. The vessels passed the committee-boat as follows:—

	h. m. s.		h. m. s.		h. m. s.		
Vampire	6 16 29	|	Lizzie	6 19 30	|	Ildegonda.....	6 33 0

The third and last sailing match was for a prize of £10, for yachts of 9 tons and under; first prize £7, second prize £3. Time race, one minute per ton. There were entered:—Vespa, 8 tons, W. Clark, Esq.; Swift, 8 tons, M. Strickland, Esq.; Sybil, 7½ tons, C. L. Panel, Esq.

These were fairly matched, and there was a good race between them. They were started at 1h. 13m., and soon afterwards they were overtaken by a “capful” of wind, which swept suddenly over the bay; however, they held bravely on, the Swift in the van; there was only one round, which was thus determined:—Swift 3h. 27m. 52s., Vespa 3h. 30m. 57s., Sybil 3h. 33m. 55s.

During the afternoon there was a variety of aquatic sports carried on close to the new harbour; rowing matches between yachts' gigs, launches belonging to her Majesty's brigs, rowing clubs, &c. The town was gaily decked out with flags, and in the evening several of the tradesmen illuminated their premises. The regatta ball was held at the Bath Saloon in the evening, and was well attended.

Second Day.—The first match was for schooners and yawls of not

less than 50 tons, belonging to a royal or recognised yacht club; £80 for the first yacht, the next yacht of the rig other than that of the winner to receive £20. Time race, R.Y.S. scale; yawls to have a quarter of their tonnage added. The following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
501	Enid	yawl	56	G. Putland, Esq.	Wanhill
640	Flying Cloud.....	schooner	75	The Count Batthyany	Inman
1638	Pantomime	schooner	142	J. F. Starkey, Esq.	Ratsey
453	Egeria.....	schooner	152	J. Mulholland, Esq.	Wanhill
298	Corisande	yawl	140	J. Richardson, Esq.	Ratsey
736	Gertrude	yawl	68	Major Tharp	Wanhill
60	Anita	schooner	47	H. Studdy, Esq.	Simons
793	Gwendolin	schooner	197	Major Kwing	Nicholson

The time allowance was according to the following scale:—

The Gwendolin had to allow Corisande 2m. 56s., Egeria 6m. 27s., Pantomime 8m. 7s., Gertrude 21m. 4s., Flying Cloud 24m. 10s., Enid 25m. 53s., Anita 35m. 45s. Corisande allowed Gertrude 12m. 57s., Flying Cloud 15m. 3s., Enid 17m. 46s., Anita 27m. 38s. Gertrude allowed Flying Cloud 3m. 6s., Enid 4m. 49s., Anita 14m. 41s. Flying Cloud allowed Enid 1m. 43s., Anita 11m. 35s. Enid allowed Anita 9m. 52s.

Such a capital entry as this promised a good day's amusement, and people were not disappointed. The Dauntless entered but did not start.

Shortly after 11h. the vessels got into position ready for the start, with their fore and mainsails and topsails up, the yawls' mizens being triced up. The gun was fired at 11h. 39m. 57s., whereupon there was a clatter and din of ropes and chains rattling through the sheaves, and on all sides up rose the jibs, staysails, and jib-topsails, which were spread out with remarkable celerity. The wind at this moment was nearly due east, and to reach the mid bay mark-boat the vessels had to sail close hauled on the port tack. The Flying Cloud appeared to be the first to have all her sails set, and she soon moved ahead, the Enid being the weathermost boat; on the starboard quarter was the Pantomime, with the Corisande somewhat astern, the rest of the vessels moved off as nearly as possible together. The Flying Cloud led the way to the outer mark, but the wind was so variable that the course steered was frequently altered, and it was expected that the boat could not rounded without making a tack. Fortunately the wind was again favourable, and the Flying Cloud was the first to pass it, with the Enid, Egeria, Pantomime, and Gwendolin not far off.

At 12h. 20m. the Flying Cloud was off Brixham, with the Gwendolin rapidly overhauling her. On reaching Goodrington Marsh the

Gwendolin was still gaining; from here to the committee-boat the yachts had to beat to windward, for the wind had gone back to the north. It was in this beat that the Gwendolin gained, for whilst she had the wind inshore the Flying Cloud broke off from her course, and tacked some distance across the bay, where the breeze dropped again. The Gwendolin tried hard to make a long board, and, luffing up, to weather the committee-boat; but as she came nearer it was seen that it could not be done, and so she made a short tack. The Pantomime was not far behind; but the Gertrude, which was still down near Goodrington, had carried away the jib-topsail stay, and the sail flew out on the breeze like a huge flag. The Egeria, which was the fourth vessel, became disqualified by an accident. She was hauled up close to the wind, on the port tack, and calculated that she could clear the committee-boat, but she drove steadily down until a collision seemed inevitable; she was luffed up, and her head sails backed, but she slightly grazed the committee-boat, and was hence disqualified from competing in the race. But although out of the running, she continued the race to the close. The first round was thus:—Gwendolin 1h. 15m. 27s., Pantomime 1h. 18m. 19s., Gertrude 1h. 22m. 21s., Egeria 1h. 31m. 20s., Corisande 1h. 32m. 12s., Enid 1h. 33m. 37s., Flying Cloud 1h. 39m. 30s., Anita 1h. 42m. 10s.

In the second round the vessels had a light wind to commence with, and constantly shifting; the Gwendolin continued to lead throughout, and to increase her distance; in fact she had to make all she could, having to give such large time allowances to her competitors. In the last round she stretched across the bay too far, and by that means lost several minutes, but, notwithstanding all this, she made plenty of time over and above what she had to allow for the difference of tonnage. The changes were unimportant in the second and third rounds; the Flying Cloud, however, was retrieving the loss sustained in the early part of the match, and had there been another round she might have taken the prize which fell to the lot of the Gwendolin. The timing at finish was:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Gwendolin	4	59	52	Gertrude	5	27	55	Enid... ..	5	32	5
Pantomime.....	5	13	41	Flying Cloud ...	5	31	5	Anita	6	3	20
Corisande	5	14	6								

The Anita had the misfortune to carry away her foretop-mast. The Gwendolin was entitled to the £60 for cutters, and the Enid took the yawl's prize, having come in within 39secs. of the time allowed by the Corisande.

The second match was for a prize of £40 for cutters of 45 tons and

under, belonging to a royal or recognised yacht club. Time race, half Acker's scale. There were entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2351	Thought.....	cutter	27	G. Wells, Esq.	Hatcher
1567	Norman	cutter	40	Major Ewing	Hatcher
742	Glance	cutter	34	J. Rushton, Esq.	Hatcher
1475	Muriel... ..	cutter	40	T. Brassey, Esq., M P.	Hatcher
1476	Myosotis	cutter	39	T. G. Freke, Esq.	Ratsey
30	Alcyone	cutter	39	Lieut. Col. Sir W. Topham	Hatcher
673	Foxhound	cutter	34	Marquis of Ailsa	Fife

This class was got away with a very good start at 12h. 15m. 15a. The Norman was the first under weigh, with the Thought second. It was some time before the Glance got off, something having evidently fouled the rudder. On passing through the vessels at anchor, the Aloyone made a rush to the front as if she was going to leave everything behind. The vessels, however, were very evenly matched, and it was a good race throughout. When rounding the committee-boat in the first round, the Alcyone very cleverly cut off the Myosotis, as did the Foxhound the Glance in a minute after. In the next round, however, the Foxhound dealt out the same measure to the Glance. The Thought carried away her topmast in the second round, and was obliged to abandon the contest. The Norman was declared the winner. Time:—

	h. m. s.		h. m. s.		h. m. s.
Norman	5 43 27	Alcyone	5 55 43	Glance	6 7 6
Myosotis	5 49 35	Foxhound	6 1 25	Muriel	6 17 41

A purse of £10 was competed for by the Torquay fishing boats. There was a display of fireworks in the evening on the old pier, which was witnessed by many thousands of persons. The display consisted of several set pieces illuminated with coloured fires, concluding with a very attractive device and motto, "Success to the Torquay Regatta." During the display two balloons ascended, discharging fireworks, &c.; also the usual quantity of rockets, asteroids, shells, &c.

ROYAL DART YACHT CLUB REGATTA.

THE regatta at Dartmouth took place on August 29th and 30th, th harbour was full of yachts, most of those that were at Torquay the prvious week having run down. The yachtsmen did the town the honou of dressing their vessels in flags. With so many vessels in the harbou all gaily attired in coloured bunting, the scene was one of the lovelies

that can be imagined. The pleasure and row boats on the river, filled with people, were almost numberless; the bosom of the river was covered with them.

First Day.—This day was devoted to sailing matches for open boats rowing matches and affording a fair share of amusement, but of local interest only.

Second Day.—Grand challenge cup, value £100 with £30 added in money open to yachts of all rigs belonging to a royal yacht club, the cup to be won twice by the same yacht. A time race; Royal Dart Yacht Club scale. To start underway with any canvas set, to a mark-boat in a south-west direction moored off Start Point, hence to the east limit of a triangular course and complete the round at the starting mark-boat; three times round, computed distance 48 miles. In this match there was a further prize offered, viz., a silver claret jug, presented by the Commodore, H. Studdy, Esq., open to schooners under 60 tons and yawls over 55 tons. The entries were as follows:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1590	Oimara	cutter	159	J. Wylie, Esq.	Steele
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
982	Kriemhilda	cutter	99	The Count Batthyany	Ratsey
607	Fiona	cutter	78	E. Bontcher, Esq.	Fife
906	Iona	cutter	62	J. Ashbury, Esq.	Ratsey
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
501	Enid	yawl	42	G. Putland, Esq.	Wanhill
2340	Tartar	yawl	41	B. C. Greenhill, Esq.	Goodhall
61	Anita	schooner	47	H. Studdy, Esq.	Simons
13	Aglaia.....	schooner	45	W. Masterman, Esq.	Steele
1830	Reverie	schooner	41	H. Taylor, Esq.	Steele

The Derwent, and Flying Cloud entered but did not start.

The Anita, Reverie, and Aglaia were alone eligible for the Commodore's prize, the Enid and Tartar, though sailing as cutters at a reduced tonnage, being shut out.

The fresh breeze about S.W.b.W. caused the Vanguard and Iona to haul down a reef, while jib-headed topsails and second jibs were set all round, and whole mainsails, except in case of the two 60-tonners. The Oimara was the first to cross the line, followed by the Fiona, Garrion, Iona, Vanguard, Tartar, Reverie, and Anita in the order named, the Kriemhilda being weathermost. The course was a triangle of six miles on two sides, and four the third, it being a dead hammer out to the first mark. All made a short stretch on the starboard tack off shore to the southward, but the short jump did not seem to suit the Vanguard, who, finding herself sagging away from Iona's weather quarter dead in her wake, turned about, and stood in to seek congenial quarters in the smoother water along shore. All would have profited by this example, but for a time the Garrion alone was "canny" enough to follow suit, subsequently the Kriemhilda came round too, fol-

lowed by Oimara, but the Fiona, who was sailing out a beam-and-beam match with the Iona, Enid, and Aglaia still keeping their reach off. The Enid was the first of these to go in on the port-tack, the Fiona and Iona both heading her a good piece. Upon the Kriemhilda and Garrion closing, it was evident the inshore lot had done good business, the former, who had by this time hauled down her jib-header, only getting far enough to draw her wind clear under the Garrion's lee bow. The Oimara worked to windward of Garrion by only just water enough, however, to swear by, while the Vanguard and Enid meanwhile pushed boldly in towards Torcross Sanda, where they went about, but the Fiona and Iona were still keeping their starboard tacks aboard. At 12h. 15m. Kriemhilda stood in across Garrion's stern, Fiona at the time reaching in from her long sea cast, but Fiona did not follow until 12h. 18m. On these two closing in upon the westernmost division they found the wind heading them away, whilst all the others on the opposite tack were of course ramping for their mark, and it was soon evident that even the Enid would cut both the Fiona and Iona off. The Garrion and Vanguard got a great lift, but neither the Oimara nor Kriemhilda profited to nearly like extent, while the Tarter and the schooners were left far away, and to all intents and purposes out of the race so far as the challenge cup was concerned. The Enid, Garrion, and Vanguard came flying down on the mark with flowing sheets, while the Fiona and Iona took it close-hauled. The following are the times of jibing at the south-west boat, E.b.S. of the start :—Oimara 12h. 25m. 0s., Garrion 12h. 27m. 0s., Enid 12h. 30m. 0s., Kriemhilda 12h. 30m. 30s., Fiona. 12h. 30m. 30s., Vanguard 12h. 31m. 30s., Iona 12h. 34m. 30s., Anita 12h. 50m. 0s., Tartar 12h. 54m. 0s.

Now came a dead run of six miles, and spinnakers were soon run up. The weight of wind buckling up the booms, although the breeze was decidedly lighter than at starting, out came reefs from Vanguard's and Iona's mainsails, while Garrion having burst her sail at the clew, was busy patching damages while running down wind. The Garrion, if anything, loss ground on the run down, but the Oimara had a little the best of the lot, the time of bearing round the east mark-boat, bearing N.E.½N. of Berryhead being:—Oimara 1h. 24m. 0s., Garrion 1h. 27m. 30s., Enid 1h. 31m. 10s., Vanguard 1h. 32m. 10s., Fiona 1h. 33m. 20s., Kriemhilda 1h. 34m. 45s., Iona 1h. 35m. 0s.

The rain had now cleared away and the sun was shining brightly out; but the breeze fortunately held true. At first the Oimara, on a close hauled reach, was looking her course for the home mark away for the mouth of the Dart; but on closing in the land she broke off from N.W.b.W. to N.W.b.N. while the sternmost boats were taking a lee line for home. The Vanguard, who had not lost a foot of water passed across the line, hanging on her weather bow, and having picked up upwards of 8m, in a four mile haul. The first round was thus timed :—Garrion 2h. 20m. 10s., Vanguard 2h. 25m. 45s., Oimara 2h. 25m. 50s., Fiona 2h. 26m. 50s., Kriemhilda 2h. 26m. 55s., Enid 2h. 28m. 10s., Iona 2h. 30m. 1s.

Hence to south-west mark, and the wind had westerned sufficiently to enable the flag-boat to be fetched on a close-hauled reach, and the Oimara soon hummed away from Vanguard, and went up close to the Garrion, while the Kriemhilda passed Fiona, Enid, and Vanguard, the Iona being yet stern chaser. The Kriemhilda had tried a square-headed topsail, but had now again set jib-header. After a glorious stretch to the south-west mark they rounded in the following order, and jibed booms to starboard:—Garrion 2h. 31m. 0s., Oimara 2h. 52m. 0s., Kriemhilda 2h. 58m. 0s., Fiona 2h. 58m. 40s., Enid 3h. 1m. 33s., Vanguard 3h. 1m. 35s., Iona 3h. 3m. 0s.

On the run to the east mark on this second round the wind was well on the quarter, and spinnakers booms had to be eased forward. The Iona now set her water sail, and 'ere half the distance between the marks had been covered, ran past the Enid, and up beam and beam with Vanguard, who again got at bowsprit work with her spinnaker. The Kriemhilda went fast away from Fiona, and ran the Oimara several minutes to the east mark. After luffing round, the wind was shorter along the four miles of water than in the first round round, and the Garrion and Kriemhilda at once commenced to weather fast upon the Oimara, the latter not appearing to hold anything of a wind. The Vanguard and Iona rounded the east mark together, and after a luffing match, in the course of which the former proved herself to be the more close winded of the two, the Vanguard dropped the Iona on her lee beam surprisingly wide, and the Enid in the turn down got a severe shake off by both the "60's," as the appended time of the second round will show:—Garrion 4h. 33m. 15s., Oimara 4h. 37m. 46s., Kriemhilda 4h. 37m. 55s., Fiona 4h. 45m. 20s., Vanguard 4h. 50m. 20s., Iona 4h. 52m. 10s., Enid 5h. 4m. 0s.

They this time rattled out, looking their mark well, and with a point to spare. With sheets thus a trifle free, the Kriemhilda stepped along at a great pace, and in a very little time would have nailed the lengthy Garrion; indeed, as it was, from mark to mark, a distance of six miles, she reached her in four minutes, the Oimara in turn serving Kriemhilda the same. A mile from the mark, sheets were again checked, and Fiona could not on this point of sailing be expected to hang to the heavier craft. The south-west mark-boat was for the last time gybed round by Garrion at 5h. 11m. 0s., Oimara 5h. 11m. 20s., Kriemhilda 5h. 14m. 0s., Fiona 5h. 22m. 0s.

The Oimara's weight had quickly shot her up beam and beam with Garrion, the big cutter being far the smarter with her spinnaker when before the wind. Upon Garrion setting hers an attempt at a luffing match ensued, which resulted in Garrion taking several lengths' lead of the Oimara, and thus they continued to the east mark, Kriemhilda, who had now shifted jib-header for a square-headed topsail, running the pair most unmistakably. The Fiona dropped still further astern, and the two 60-tonners were far out of their time allowance with the leaders, the east mark being rounded at:—Garrion 5h. 53m. 0s., Oimara 5h. 53m. 30s., Kriemhilda 5h. 54m. 0s., Fiona 6h. 40m. 0s.

After hauling round the mark the Oimara chose a different track to the

Garrion and Kriemhilda, Mr. Wylie's cutter standing to the southward, while the Garrion and Kriemhilda, in whom the interest in the match was now centered, were heading away in the opposite direction. Oimara was just cut out on the post by Kriemhilda, and finished third, the following being times of arrival:—

	h. m. s.		h. m. s.		h. m. s.
Garrion	7 1 53	Oimara	7 3 22	Iona	7 24 30
Kriemhilda	7 2 55	Fiona	7 12 11		

Garrion thus won the Challenge Cup and £30 added money, and Anita won the Claret Jug, Mr. Studdy's own prize.

The second match was for cutters and yawls, not exceeding 40 tons, belonging to any recognised yacht club; a time race, Royal Dart Yacht Club scale; flying start; course as in the preceding match, three times round. The following were the entries and starters:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1476	Myosotis.....	cutter	39	T. G. Freke, Esq.	Ratsey
30	Alcyone	cutter	38	Lient. Col. Sir W. Topham	Hatcher
1567	Norman	cutter	38	Major W. Ewing	Hatcher
1475	Muriel.....	cutter	40	T. Brassey, Esq., M.P.	Hatcher
673	Foxhound	cutter	34	Marquis of Ailsa	Fife
742	Glance	cutter	34	J. R. Rushton, Esq.	Hatcher

Starting at 11h. 45m. all as in the case of the big class headed off on starboard tack, the Alcyone being first and Muriel last to cross the line. The Glance, Foxhound, and Norman soon worked for the smooth water along shore, but the Alcyone went in for a dusting by standing on her original tack. Off Torcross the breeze westerned, and the inshore lot were making a fine lay for their mark, the Norman leading; then came the Glance reaching along in her wake, with Foxhound on her starboard quarter, followed by Myosotis and Muriel, the Alcyone now coming in from her seaboard upon the opposite tack. The Foxhound had been sailing with topmast housed, while the Glance carried a third square-headed topsail, the Myosotis a jib-header over a reef, Norman and Muriel jib-headers, and the Alcyone a jib-header over a reefed mainsail. The rain—a regular thick dirt—which had been driving down cleared up 'ere the south-west mark was reached, and the sun shone brightly out. With this change came slightly less wind, but it yet continued a fine smart breeze. They gybed round the light-ship, with Norman leading, Glance second, Foxhound third. The Alcyone, who had lost a lot as the wind westerned by standing off instead of working the smooth water inshore, overreached herself, but went round fourth, followed by Myosotis and Muriel. Running dead to the east mark spinnakers were set and reefs shaken out by the Alcyone and Myosotis, the former presently sending up second topsail instead of her jib-header, the Muriel following suit. Off the wind the Myosotis ran past the Alcyone and Foxhound, and went close up to the Glance's stern. The Norman in the meantime ran by

the lot, and rounded the east mark-boat 8m. in advance of the Glance and Myosotis, who came to wind together. Four minutes after this pair came the Alcyone and Foxhound, the Muriel close up. Working in to complete the round the Muriel weathered Glance, Alcyone, and Foxhound, and came up close on Myosotis, the following being the time of the first round:— Norman 3h. 2h. 0s., Myosotis 3h. 8m. 0s., Muriel 3h. 10m. 0s., Glance 3h. 12m. 0s.

All lay through their course for the south-west mark, and continued in the same position, the old Glance taking her revenge upon the Foxhound, while even the Alcyone was unable to reach past her as yet. With the Start and the Prawl open the Norman's topmast went over the side, but this did not effect her chance of being first at the south-west mark, which Myosotis rounded second, Muriel third, Glance fourth, Alcyone fifth, and Foxhound last. The Myosotis got properly hampered by the Anita, which had the effect of letting up the Muriel. In the run down to the east mark-boat, however, the Myosotis held the second position safe, and rounded the east flag mark about 6m. after the Norman, Muriel being about 2m. astern of the Myosotis. In rounding, Mr. Brassey's vessel's spinnaker boom had a shot at the mark-boat, and snapped in the middle, the mark-boat being apparently none the worse for the shake. The Alcyone and Glance passed within 10secs. of each other. About one-third of the distance from the east to home-mark, the Norman's mast went short off, just below the hounds, and the Glance at once bore down to her assistance, and towed her dismantled antagonist into the harbour, a small cruising yawl picking up a man who was swept over by the falling wreck. The Foxhound also bore down to render assistance, and with the Glance took no further part in the match. The second round was accomplished by Myosotis at 5h. 30m. 0s., Muriel 5h. 34m. 5s., Alcyone 5h. 41m. 5s.

The reach down to the south-west mark was slightly in favour of the Muriel, who, on the run hence to the east mark, gained upwards of a minute on the Myosotis, and on rounding was within hail of Mr. Freke's vessel. They continued to work in for home, the Myosotis being about 1m. 30s. ahead of Mr. Brassey's cutter, and this order was maintained to the conclusion of the match, which finished about 8h. 30m. The Myosotis thus won the club cup value £40.

The Luttrell cup, value £21, for yachts belonging to the R.D.Y.C., of 30 tons and under. Time race, club scale. Distance about 32 miles. The vessels entered were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
2410	Vampire	cutter	20	T. Cuthbert, Esq.	Hatcher
2361	Thought	cutter	27	G. Wells, Esq.	Hatcher

The Ellie was entered but did not start.

The start was made at 11h. 55m., and throughout the race the competing vessels kept close together. Lizzie was first in the first round, Vampire second, and Thought third. The larger vessel, the Thought, got ahead in the second round and came in at 5h. 50m. Lizzie arrived at 5h. 51m. 18s., but Vampire did not round the buoy. Thought had to allow Lizzie 3m. 18s., and the latter therefore won by 1m. 55s.

A welcome plate, value £20, the gift of the town of Dartmouth, with a sweepstakes of £2 each, for yachts belonging to a recognised club that have never won a prize. Time race, R.D.Y.C. scale. The vessels entered were:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
591	Fenella	schooner	83	J. G. Crace, Esq.	Inman
1395	Scorpion	cutter	20	W. F. Baynes, Esq.	Bulley
1703	Phoenix	cutter	30	Lieut. Wheeler	Phillips
38	Alicina	cutter	32	A. B. E. Houldsworth	Phillips
843	Heron	schooner	16	B. J. M. Donne, Esq.	Hooke

The Fenella and Alicina did not start. Phoenix went off with the lead followed by Heron, Scorpion coming up last. The boats had not gone far before Phoenix had to make for the port having carried away the jaws of her gaff. The race therefore lay between Heron and Scorpion. Scorpion on coming in at 5h. 15m. the winner, was loudly cheered.

ROYAL WESTERN YACHT CLUB MATCHES.

Most of the yachts that competed at Dartmouth being entered for Plymouth regatta, the trip hither was utilized for a £60 Channel match. The event came off on Monday, September 2nd, under the auspices of the Royal Western Yacht Club. A first prize of £50 and a second of £10 were offered. The course laid down was from Dartmouth round the Eddystone and thence to Plymouth Sound, to a point between the Cobbler and Mallard buoys. Twelve yachts were entered for the match.

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
793	Gwendolin	schooner	192	Major W. Ewing	Nicholson
1590	Oimara	cutter	159	J. Wylie, Esq.	Steele
298	Corisande	yawl	140	J. Richardson, Esq.	Ratsey
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
982	Kriemhilda	cutter	90	Count Batthyany	Ratsey
607	Fiona	cutter	78	E. Boutcher, Esq.	Eife
906	Iona	cutter	62	J. Ashbury, Esq.	Ratsey
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
501	Enid	yawl	42	G. Putland, Esq.	Wanhill
1638	Pantomime	schooner	140	J. T. Starkey, Esq.	Ratsey
1830	Reverie	schooner	41	H. Taylor, Esq.	Steele
60	Anita	schooner	47	H. Studdy, Esq.	Simons

The start, which was arranged by the Royal Dart Yacht Club committee, took place at 10h. 30m. a.m. There was little wind, and the racing powers of the yachts were not exercised until the open Channel was reached. The Pantomime started ten minutes late; the Iona was even more unfortunate, for she had drifted some distance to leeward of the buoy, and was nearly half-an-hour behind her competitors in getting away. With the light wind which was experienced at starting the smaller yachts of course crept to the front, but as soon as the harbour was well cleared it became plain that the large craft were to have it their own way. A stiff south-easter was blowing. Under its persuasive powers the fleet went along at a spanking rate, the Corisande, Oimara, and Kriemhilda leading. Half a dozen miles were hardly left behind when crack went the topmast of the Fiona, and her chances was over for the day. The cutter accordingly dropped out of the race, and proceeded leisurely Plymouth-wards under her three sails. About an hour afterwards, when well off the Start, a similar mishap occurred to the Iona, her topmast and gaff giving way. She likewise was disabled, and that, too, in the midst of a very ugly sea. Happily no one was injured. The topsail overlapping the jagged mast was considerably rent, but no further damage was done, as the wreck was kept from falling by its surrounding gear. While as yet the crew were engaged in removing the broken mast and tattered sail, the cutter Cygnet not in the match, came up, threw a rope on board, and towed the Iona out of her somewhat dangerous position. The schooner Diadem also tendered her assistance. During the race the Garrion broke her topsail-yard, the Enid her backstay. The yachts were timed at the mark as follows :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Corisande	3	49	30	Garrion	4	15	40	Gwendolin.....	4	24	30
Oimara	3	50	34	Vanguard	4	16	9	Anita	4	44	0
Kriemhilda	3	53	55	Pantomime.....	4	16	15	Reverie	4	44	2
Enid.....	4	12	35								

The time allowance was as follows :—From 35 to 70 tons, 20secs. per ton; 70 to 105 tons, 15secs. per ton; 100 to 140 tons, 10secs. per ton; above 140 tons, 5secs. per ton; cutters to add one-fourth and yawls one-eighth of their tonnage as sailing against schooners; yawls sailing against cutters to deduct one-quarter of their tonnage. The Corisande thus carried off the first prize and the Kriemhilda the second. The Fiona and Iona arrived at Plymouth about five o'clock.

The Royal Western Yacht Club and Port of Plymouth regatta took place on September 3rd and 4th, and was attended with fine weather.

The course for the first three matches was from the committee vessel to a mark off Penlee, then to a mark off the Mewstone, thence in around

the Cobbler, and back to the committee vessel. The first two classes had to go round three times, making in all 45 miles; the third went twice, or thirty miles. The watermen's boats sailed around the Breakwater twice.

A prize of £80, given by the Royal Western Yacht Club, to be sailed for by cutters and yawls of 30 tons and upwards, belonging to a royal yacht club, and carrying the Admiralty warrant. First prize £60; second prize £20. Time allowance, 30 to 70 tons, 20secs. per ton; 70 to 100 tons, 15secs. per ton; 100 to 140 tons, 10secs. per ton; 140 and upwards, 5secs. per ton. Yawls to sails as cutters, with a fourth of tonnage deducted. Four to start or no race. There were nine entries, viz :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
982	Kriemhilda	cutter	105	Count Batthyany	Ratsey
906	Iona.....	cutter	62	J. Ashbury, Esq.	Ratsey
1567	Norman	cutter	40	Major W. Ewing	Hatcher
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
697	Garrion	cutter	98	T. Houldsworth, Esq.	Steele
501	Enid	yawl	56	G. Putland, Esq.	Wanhill
726	Gertrude	yawl	68	J. M. Tharp, Esq.	Wanhill
30	Alcyone	cutter	39	Lieut. Col. Sir W. Topham	Hatcher

Up to the last moment it was thought this would be a good race, and when at the time of starting only four of the vessels came to the start viz :—Fiona, Vanguard, Garrion, and Enid, it was thought that the bad weather or some other cause detained the others. The flying start was apparently as *bonâ fide* a one as possibly could be, the Garrion going off at 10h. 24m. 25s., Iona at 10h. 24m. 31s., Vanguard at 10h. 24m. 59s., and Enid at 10h. 27m. 31s. For some time the Garrion led, and the other boats were in the same position as when started; but then came for the committee an extraordinary spectacle. Inside the Breakwater Vanguard and Fiona turned about and bore up for their moorings; and when outside, the Garrion, which was being overhauled by Enid, also went about and came in. As might naturally be imagined very strong indignation was expressed at these proceedings, and the indignation grew all the stronger when the reason of this extraordinary course became known, the whole objection being to the yawls, the Enid and Gertrude, sailing with a fourth of their tonnage deducted. The committee could not possibly deviate from the rule observed during the whole of the season, the regatta programme having been out, with the conditions attached to it, for several weeks. The fact that the yawls

were almost as good sailers as the cutters, even without the deduction for tonnage, has lately been very manifest. In the ocean match from Dartmouth to Plymouth, the *Corisande*, a yawl, beat the *Oimara*, a much larger vessel and a cutter, without her time allowance. The *Enid*, the one starting in this race, nearly saved her time on the match over another vessel. It is, therefore, supposed that the cutter owners want them to sail on even terms; but anything but complimentary terms were applied to those who upset what was expected to be a splendid race at the last moment, the conditions upon which it was to be contested having been so long known to all concerned. The *Enid*, left to herself, went round the course, but no interest was taken in the match after this. The race was completed by the solitary yawl at 5h. 26m. 9s.

In the race for the town cup for small yachts, which was not concluded until late, the prize was eventually taken Mr. R. Hocking's *Ida*, 12 tons, which beat the *Heron*, 12 tons, and *Glendoveer*, 16 tons.

A prize of £35 was given by the Town for trawlers, as also several prizes for rowing, which gave every satisfaction to the spectators.

The second day of the regatta was altogether successful, chiefly owing to splendid competition for the races, and a fine breeze from the south-east, which lasted all day. Every attempt was made to secure good racing, and this was attained. In the morning the yacht owners were called together, and asked if they would agree to races being made up for the-schooners by themselves and the yawls by themselves. This was acceded to, and the owners of the yachts agreed that their boats should go round each time, barring accidents, even although they saw that there was no chance for them. This undertaking was wisely pressed for, and the result was good racing up to the close. The committee deserve warm commendation for their liberality in making up an extra match with the view of encouraging sport. Punctuality was strictly observed in the starting, and with the splendid breeze the races were completed early. There was rather too rough a sea for the rowing boats, but very few accidents. The Hoe was pretty well crowded, and the strangers who had flocked into the town were favoured with a view of the Reserve Squadron, which arrived in the morning. The course for the sailing vessels was, except for smaller yachts the same as on previous day; the small yachts went twice round the course only.

A prize of £55 for cutters, given by the Town. For cutters of 25 tons, and not exceeding 80 tons, belonging to a royal yacht club, and carrying the Admiralty warrant. First prize, £40; second, £15. Time allowance, 25 to 50 tons, 20secs. per ton; 50 to 80 tons, 15secs. per ton. Four to start or no race; the following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
906	Iona	cutter	68	J. Ashbury, Esq.	Ratsey
607	Fiona	cutter	78	E. Boutcher, Esq.	Fife
1475	Muriel.....	cutter	40	T. Brassey, Esq., M.P.	Hatcher
30	Alcyone	cutter	38	Lieut. Col. Sir W. Topham	Hatcher
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey

The Norman, 40 tons, Major Ewing, entered but did not start, not having been completely repaired since her loss of mast at Dartmouth. The gun to get ready was fired soon after ten o'clock, and the first to start was the Iona, which went away at 10h. 19m. 23s., next came the Fiona at 10h. 20m. 41s., after her Alcyone at 10h. 21m. 40s., then Vanguard at 10h. 22m. 26s., and bringing up the rear the Muriel, at 10h. 27m. 26s. The latter had not saved the 5m. allowed for the start. Half way across the Sound the Iona was overtaken by Fiona, and for some time these two ran along together. When nearing the Breakwater lighthouse, however, Fiona went ahead with a rush, and soon assumed a splendid lead. The Alcyone, at this time, was fast overhauling Iona, whilst Vanguard could not apparently make much headway. All the competitors had a small jib set in addition to their mainsail, but not one carried a topsail, although their topmasts remained standing. Outside the wind was blowing much stronger, and as a nautical man remarked, there was a "slashing breeze" to take the competitors from the western to the eastern marks. This enabled Vanguard to overhaul Alcyone, a smaller vessel. When coming close up to the committee vessel for the first time Vanguard was slightly in advance of Iona, and Fiona had made her lead a very long one. The first round was completed as follows :—Fiona 11h. 47m. 38s., Vanguard 12h. 1m. 48s., Iona 12h. 2m. 0s., Alcyone 12h. 6m. 24s.

Muriel gave up before the finish of the first round. Fiona increased her lead on the second round, as did also Vanguard; Alcyone was also a much worse fourth than on the first round. The second round was completed as follows :—Fiona 1h. 15m. 31s., Vanguard 1h. 35m. 34s., Iona 1h. 36m. 23s., Alcyone 1h. 44m. 5s.

In the last round Fiona had again the luck to increase her lead, and so did Vanguard over Alcyone, which had taken third place, vice Iona, the latter having carried away her gaff, and given up. The result was as follows :—

	h. m. s.		h. m. s.		h. m. s.
Fiona	2 51 40	Vanguard	3 17 42	Alcyone	3 27 3

Fiona winning the first prize, Vanguard the second.

A prize of £75, given by the Royal Western Yacht Club, for schooners

belonging to a royal yacht club, carrying the Admiralty warrant, time allowance, 30 to 70 tons, 20secs. per ton; 70 to 100 tons 15secs. per ton; 100 to 140 tons, 10secs. per ton; 140 tons and upwards, 5 secs. per ton. There were three entries :—

Numbered as in Hunt's Universal Yacht List for 1872:

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
640	Flying Cloud.....	schooner	75	The Count Batthyany.	Inman
1638	Pantomime	schooner	142	J. F. Starkey, Esq.	Ratsey
60	Anita	schooner	47	H. Studdy, Esq.	Simons

It was arranged between the competitors that the yachts should go out at the end of the breakwater thence to the eastern mark, and afterwards to the western, instead of *vice versa* as the others had done. The advantage of this was manifest, the vessels being enabled to reach out under the land, and run across in comparatively smooth water compared with the "lop" they would have been met with had they gone the other way, which the cutters, yawls and the little schooner Heron had to do, much to their disadvantage. The starting gun was fired at 11h. 14m. 30s.; some time had been lost in waiting for the vessels to come together, and the Anita was the first to get off at 11h. 15m. 9s., followed by the Flying Cloud at 11h. 19m. 26s. The Pantomime did not get away until 11h. 23m. 18s., and she took a long reach in under Batten, with the view of beating out at the eastern end without tacking. Anita, unfortunately for her, went a long way to leeward, (her captain, a good sailor, was not on board during the race,) and did not tack until she was past the Breakwater Fort. Flying Cloud being more to windward went about just under the bows of H.M.S. Thalia, and then reached directly over under the land, getting into pretty smooth water. Pantomime, failing to get outside the eastern end of Breakwater, also ran for the Fort before she tacked, and consequently was in the third place. Flying Cloud had the weather guage on going out to the eastern mark, Anita, as second, being a long way behind her. Outside, in the heavy wind, Pantomime being so much larger than the others naturally got ahead, the yachts rounding the committee vessel for the first time :—Pantomime 12h. 55m. 22s., Flying Cloud 1h 0m. 31s., Anita 1h. 12m. 32s.

In the second round Pantomime increased her lead, as did also Flying Cloud. The second round was completed as follows :—Pantomime 2h. 27m. 12s., Flying Cloud 2h. 43m. 11s., Anita 3h. 5m. 47s.

In the last round Pantomime again increased her lead, and won easily after allowing her time. The race was completed as follows :—Pantomime 3h. 57m. 40s., Flying Cloud 4h. 19m. 50s., Anita 4h. 50m. 43s.

A match between yawls for £50, given by the Royal Western Yacht

Club for vessels belonging to a royal yacht club, and carrying the Admiralty warrant ; time allowance. There were only two yawls to compete, viz., Mr. J. M. Tharp's Gertrude, 68 tons, and Mr. G. Putland's Enid, 56 tons. The start was a good one, Gertrude going at 11h. 37m ; 3m. before Enid. The Gertrude increased her lead as she approached the western end of the Breakwater, but was overhauled, and, strange to say, had only gained 2secs. at the end of the first round, the times being :—Gertrude 1h. 11m. 36m., Enid 1h. 14m. 38s. In the second round Gertrude had gained considerably on Enid, but in the last round Enid slightly decreased her opponent's lead, the result being :—

	h. m. s. |	h. m. s.
Gertrude	4 28 35 |	Enid 4 35 2

The Gertrude therefore took first prize with time to spare.

A piece of plate, value £20, presented by the tradesmen to the Royal Western Yacht Club, for yachts of 10 tons, and not exceeding 25 tons. Time allowance, half-a-minute per ton. Four to start or no race. There were six entries, viz :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
1410	Vampire.....	cutter	20	T. C. Cuthbert, Esq.	Hatcher
	Glendoveer	cutter	17	H. Trethowan, Esq.	
	Ida	cutter	12	R. Hocking, Esq.	
873	Ildegonda	cutter	15	E. Langtry, Esq.	Hatcher
843	Heron	schooner	16	J. B. M. Donne, Esq.	Hooke

The start was about the best for the day. Ida, the smallest boat, was first off at 11h. 58m. 18s.; next came Glendoveer at 11h. 58. 32s.; then the Lizzie at 11h. 58m. 38s.; the Vampire and Heron both together at 11h. 58m. 40s.; and the Ildegonda last at 11h. 59m. 15s. Ida gave up after going half the course, and the first place was soon taken by Vampire, Lizzie going second, and Ildegonda removing from last place to third. The first round was concluded thus :—Vampire 1h. 50m. 3s., Lizzie 1h. 51m, 0s., Ildegonda 1h. 58m. 11s., Heron 1h. 58m. 38s., Glendoveer 2h. 6m. 27s.

In the last round Vampire went further ahead than before, whilst Glendoveer decreased Heron's lead. The final result was :—

	h. m. s.		h. m. s.
Vampire	3 49 10	Heron	4 10 0
Lizzie	3 56 12	Glendover	4 17 32

There was a race by pleasure boats for a cup presented by the Mayor of Plymouth, value £8, and £6, divided into six prizes. The regatta finished with the usual rowing matches, and in the evening fireworks, &c.

ROYAL CLYDE YACHT CLUB MATCHES.

On Saturday 24th August, the second extra match of the Royal Clyde Yacht Club was sailed at Hunter's Quay. The match was one of the finest sailed by the club, including in the two races a variety of models, and the crews being Corinthians, added considerably to the zest of the sailing. Regret was felt that a larger number of entries had not been made in the first-class race, and especially that the Torpid cutter was hindered from sailing for want of a Corinthian crew. The Calypso in the river would have also had an excellent chance in the light weather, and other owners would have no doubt been glad to enter their vessels if amateurs were more numerous and more experienced.

The first match for first-class yachts was for £15 for yachts above 20 tons, the entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rlg.	Tons.	Owners.	Builders.
396	Dinorah	yawl	40	— Thomson, Esq.	Fife
26	Alceste	cutter	39	H. Walker, Esq.	Fife
106	Avon	cutter	30	A. Sword, Esq.	Fife
1046	Leander	cutter	21	J. Reid, Esq.	Reid & Co.


Course: from Commodore, Hunter's Quay, round Powder Buoy, Rose-neath buoy at Dunoon ; twice round. Started at 11h. 35m. The Dinorah, short-handed, had for crew, Mr. A. Thomson, steering, Messrs. J. Hamilton, T. Cree, and two paid hands. Alceste, Mr. D. Finlay, steering, Messrs. R. H. Walker, Speirs, Harvey, J. G. Harvey, J. W. Arthur, F. Walker, Niven, J. D. Bell, J. Ritchie, and Captain Mackie, and Mathews, mate. Avon, Mr. Sword, steering, Messrs. J. Moore, Gibb, D. Anderson, J. R. Rainey, Aitken, and Captain Ferguson, and mate, Leander, Mr. J. Reid, steering, Messrs. D. Reid, D. Hannay, Ewing, Steven, and two paid hands. The Dinorah, with an immense and beautifully set topsail, slipped first past the flag-boat, followed by Leander, Alceste, and Avon to leeward. With booms jibed to port, they reached half across Holy Loch, when a pull of north-west wind brought booms over to starboard. The south-west wind that had been promising all morning came away softer than the sky looked like, and, with booms back to port, the yachts got spinnaker jibs run up, the Alceste and Avon carrying balloon-foresails as well. Crossing Loch Long, the Dinorah seemed to get the best of the breeze, and, with her enormous spinnaker jib, run on a dead mile ahead of the Alceste.

Indeed, the yawl, down to the lee buoy, threatened to go off with the race. The Leander, with a spinnaker jib as big as a mainsail, kept the wake of the Dinorah, and ran steadily ahead of Alceste and Avon, neither cutter taking her in a foot. The Avon, to leeward, got the wind softer, but, with her balloon-topsail and spinnaker jib, kept her place on the Alceste's lee quarter as far as Kilcreggan, when a fresher wind drew the larger cutter away. The yachts hauled round the lee buoy:—Dinorah 12h. 22m. 30s., Leander 12h. 24m. 15s., Alceste 12h. 47m. 10s., Avon 12h. 47m. 50s.

The Dinorah, with her long start, got well over to the Esplanade but had the wind heading, and threatening a fine slant off the south shore. Breaking away, the yawl held on the same tack too long, and coming about, was weathered by the Leander fetching up, with the wind westing. The Avon, getting the wind better, looked as if she would have weathered the fleet, and, going in her old "form," was doing very well indeed, when her topsail got started, and before it was flattened she was in the wake of the Alceste. The Leander staying, with Dinorah astern, stood over to the Kilcreggan shore; and Alceste, coming about in their water, had Avon on port-tack well to leeward. The Dinorah, staying mid-channel, went into Gourock Bay to find the wind haul northerly, and leave her away dead to leeward of the fleet, and her chance gone. The Leander, with the lead, was going fast, and, with the breeze to fit her, would not be taken in by the Alceste till she stayed, close on the Kilcreggan shore. Mr. Finlay hove the Alceste about in the Leander's wake; but Mr. Reid, luffing, would not take a "blanket" from the cutter, and the Alceste, doing it handsomely, reached through the smaller cutter's lee. The Avon, getting it a bit stronger out of Muckleross Bay, fetched across towards Kempock, and going about, had Dinorah in her wake, both fetching the Barron Point.

The Alceste's balloon foresail had been shifted off the Esplanade, and, with the wind softening, she was not leaving the Leander very fast as she fetched down to the Dunoon flag-boat. Neither Avon nor Dinorah were coming up, and it was evident the race lay between the Alceste and Leander, and the Alceste's crew were indeed getting shaky about their chances. Mr. Finlay was making a "bee line" of the course but Mr. Reid's boat had got her own wind, and was sailing like a wit. With quite 10m. from Alceste, it was evidently going to be a close t unless "great guns" came out of the lochs. The Dunoon flag-boat w turned:—Alceste 2h. 1m. 15s., Leander 2h. 4m. 30s.

The wind drawing north prevented spinnaker jibs from being set, but jib-topsails were carried by Alceste and Leander along the Kirn shore.



both cutters having sheets pretty flat. The yachts were timed at Commodore —Alceste 2h. 13m. 40s., Leander 2h. 18m. 50s., Avon 2h. 25m. 0s., Dinorah 2h. 33m. 30s.

With sheet checked away, the Alceste had spinnaker set and was running dead away, with the puffs so shifty that the cutter was going by the lee, and had the spinnaker lifting alternately. The wind a little better, gave the Alceste a lift away from the Leander, till she had nearly got her time saved; but the wind softened in the turn to windward, and the smaller cutter was once more in for luck. From the Powder Buoy the Alceste fetched towards Kempoch, and went about, with Leander also on port-tack, for Cove. A "saar" out of Loch Long kept sweeping round the Cove Point, and fetched the Leander up at a great pace: With the race her own, Mr. Reid's cutter ran into a softer vein, and, with a nice breeze off the Kirn side, the Alceste fetched the Dunoon buoy without a tack. At the Powder Buoy the time was :— Alceste 2h. 51m. 30s., Leander 2h. 57m. 13s. At the Dunoon buoy the Alceste had saved herself by some 8m. 30s. out of her time to Leander; but the balance had to be made out in the run up to the Commodore.

The wind kept good till Kirn, when it broke the Alceste off, and a short board was needed to weather the flag-boat. The Leander was baffled in the same way, and the Alceste's crew were kept in painful suspense, as the smaller craft drew in to the starting-point. The time was :—

	h.	m.	s.		h.	m.	s.
Alceste	4	16	45	Avon	4	31	0
Leander	4	26	18	Dinorah	4	47	0

The Leander was adjudged the prize, winning by 19secs. time allowance.

The entries for the five-ton match, for £3 with prize to helmsman, were :—Ondina, yawl, 4 tons, J. A. Lockett, Esq.; Model, cutter, 5 tons, A. Adam, Esq.; Mora, cutter, 4 tons, H. Walker, Esq.; Triumph, cutter, 5 tons, R. Ferguson, Esq.; Lintie, cutter, 4 tons, W. York, Esq.

The course was from Commodore round Cove Buoy, round Dunoon flag-boat, and back; twice round. Started at 11h. 55m. The Triumph slipped away from the fleet, and with spinnaker for jib, reached the Cove, hauling round first. Standing over to the Ashton shore, with the south-west wind, the Triumph left the Model and yawl astern, but these got the wind more westerly, and the Ondina, fetched to windward of the fleet. Hauling round the Dunoon flag-boat the wind came fresher off the land, and the Triumph, with a good lead, had her time out of the Ondina going second. The Model's larger canvas reached

her up to the yawl, and off Dunoon the Mora, with a big balloon-jib, reached away past the Lintie. The wind freshening gave the Triumph a pull over the smaller craft except the Model, which evidently wants some sea on to get the benefit of her weight and draught. The yawl appears to do very well on the wind, but with smaller canvas does not reach so fast as the cutters with a great spread. The final round was completed thus :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Triumph	3	29	0	Model	3	39	0	Lintie	4	1	0
Ondina	3	50	0	Mora	3	45	0				

Mr. Ferguson got the prize and locket for steering. He had with him for crew Messrs. M. Carswell and J. Ferguson, jun., Ondina, Mr. Lockett steering, and Mr. Powell; Model, Mr. Adams steering, and Mr. D. Anderson. Mora was steered by Mr. H. Walker, and Mr. York steered the Lintie. The race of the "mosquito fleet" was a very pretty one, and, with the sun playing about the sea, the races, with the cruising craft mingled, were as effective as anything seen during the summer. Indeed, the day was superb, and, with just a touch of autumn on the tawny hills, left memories not easily effaced. Mr. Forrester, acted as commodore for the day.

The closing cruise of the Royal Clyde Club, fixed for Thursday, 29th August, was made the occasion for a match for five-ton yachts for a very handsome silver cup, presented by Hugh Walker, Esq., of Greenock, owner of the Mora. The day broke with no promising look, and by mid-day it was blowing a strong breeze of south-west wind, with pelting rain. At Hunter's Quay a small number of yachts were at anchor, and the owners of these seemed chary of getting under canvas. The cruise was to start at 3h. p.m., with luncheon at one o'clock; and the rain did not prevent a full attendance for the latter. Mr. Douglas, of the Marine Hotel, had provided a handsome table, and a number of members and friends sat down in the large room of the hotel. Mr. Sword, Rear-Commodore presided, in the absence of Lord Glasgow and Mr. Forrester, detained. The Avon, Mr. Sword, as Commodore, was got under weigh with double-reefed mainsail; the Calypso, Mr. Bremner, with a couple reefs down; the Zampa, Mr. Forrester, with trysail; Fairy Queen, Mr. Harvey; Alice Maud (yawl), Mr. Gourlay, and other craft, prepared for a run with the race. The entries for the Cup were :—Model, cutter, 5 tons, Mr. A. Adam; Triumph, cutter, 5 tons, Mr. R. Ferguson; Lintie, cutter, 4 tons, Mr. York; Fairy, cutter, 4 tons, Mr. W. J. A. strong.

The only provision for the race was that members should steer. The course was from Hunter's Quay, round moorings of Nyanza and Ma...

Wemyss Bay, to Avon in Rothesay Bay. The start was delayed till 3h. 40m. The Fairy, with an immense new mainsail, run off with the lead in a nice breeze, that led her half a mile down, while the others were left hanging in shifting puffs. With spinnakers set, the three astern got a fair pull, and came pretty well up. Short tacks and another slant carried the Triumph, Fairy, and Model into Lunderston Bay. The Lintie had stood over to the Dunoon shore, and Model followed, with the wind very light; the Lintie and Model made little of it, the latter fetching Mr. Burns' Castle, and following the Triumph and Fairy. The Fairy off Bognay weathered the Triumph, and came the winner at about ten o'clock, followed by Triumph, Model and Lintel.

The double and single-handed matches took place at Rothesay on August 31st, for two prizes presented by Rear-commodore A. Sword, Esq., for ten and five ton yachts.

The promise of Earl Glasgow to be present was confirmed by the appearance of the Valetta (s.s.), with the noble Commodore on board, and Mr. H. H. Richardson. Besides starting the races, Earl Glasgow very kindly continued his duties by leading the fleet of the R.C.Y. Club through the Kyles, and completing the programme of the club's closing cruise in the most agreeable way. Before the hour of starting, the Zampa, Diuorah, Avon, and other cutters were got under canvas to accompany the races, a duty which the Vice-commodore very kindly undertakes when other duties permit. The racing craft were got under weigh, and slowly and without any precipitation square headed topsails were sent up in Vision and Zeta, while Rosa had a snug three-cornered one aloft before the hour. The luck of the Vision this summer against Rosa and Zeta has occasioned comments upon the sailing of the Fairlie models, and to make sure that all was right, Fife sailed with the Zeta on Friday. That all the 10-ton cutters were carefully sailed on that day was shown at various points of the race, and Fife had every stitch set on the Zeta as flat as a board. Indeed, the jib halyards of Mr. Rainy's cutter were strained upon till the canvas was split, and Mr. Fife was quite satisfied that every justice was being done.

The prizes to be run for (the gifts of Mr. Sword, Rear-Commodore) were judiciously given for Corinthian matches in 10 and 5-ton boats. The entries for the 10-ton two-handed match were:—Rosa, cutter 10 tons, —Addie, Esq. Zeta, cutter, 10 tons, J. R. Rainy, Esq.; Vision, cutter, 8 tons, M. Carswell, Esq.

The course was from s.s. Valetta to Toward Castle moorings, round Toward shore buoy and back, twice round. Started about 1h. p.m. The crews were—Rosa, Messrs Addie (owner and brother); Zeta, J. R. Rainy, Esq.; (owner), and Wm. Finlay, Esq.; Vision, M. Carswell, Esq.; (owner), and Mr. Jack.

The Zeta and Vision got through together, the Rosa being somewhat astern. The course was a bare reach with the wind drawing out of the Kyles, shifting into Loch Striven, and coming away puffy. The three boats were in good hands, and no danger was to be apprehended from the weather. The Addies

were the youngest, and, perhaps, the least experienced, but they were fit for anything in the way of pluck; both were good at the ropes, and the elder as steady at the tiller as the oldest salt could be. Mr. Rainy's fearless cracking on was tempered by Mr. W. Finlay's veteran hand; and Mr. Carswell, besides having a real "Jack," had his own thorough knowledge of his little "Vanguard." The Rosa picked up as she went, and while the Zeta's sheet took her crew in charge at the gybe, both her antagonists got a pull off her. With the water smooth, and the wind strong, the Rosa showed herself to be a very fast boat both on and off the wind, and it was evident that Messrs. Addie were handling her splendidly. But the breeze at north, with a white shower in Loch Ridden, was piping up to a "snifter," and the Corinthians were getting it heavier. Indeed, it looked for a little while as if it intended to blow as it can blow out of Rothesay Bay in the finest of summer days. To lower topsails was a wise proceeding in case foresails and tacks up should follow; but with foot room, and a good lid over, the amateurs were nervously smart about shortening the "duck." The Vision, in fact, was saucy about being stripped in so fine a day, and a bather was never more bothered with unruly linen than her crew with her topsail. The three craft completed the match under lower canvas, going along beautifully, with a plank more or less of the deck under. This race was timed at finish:—Rosa, 2h. 41m. 54s., Zeta, 2h. 45m. 28s., Vision 2h. 50m. 57s.

Messrs. Addie, of course, won Mr. Sword's purse, and got heartily cheered besides by the yachts in the bay.

The entries for the five-ton two-handed match were:—Fairy, cutter, 4 tons, W. J. Armstrong, Esq.; Triumph, cutter, 5 tons, R. Ferguson, Esq.; Gipsy King, cutter, 4 tons, J. M'Gregor Esq.; Model, cutter, 5 tons, A. Adam, Esq., Ondina, yawl, 4 tons, J. A. Lockett, Esq.

The course same as first race—once round. Started after first race. The crews were—Fairy, Messrs. D. W. Finlay and J. Reid, of Leander; Triumph Messrs. R. Ferguson (owner) and Clark; Gipsy King, Messrs. Wm York (secretary of club) and Mr. J. D. Bell; Model, Messrs. Adams (owner and brother); Ondina, Mr. Lockett (owner), and Mr. A. Thomson, of Dinorah. The wind, soft but puffy all morning, came away at the moment of starting, and freshened every minute till the close, when it blew hard enough to give the ten-tonners some anxiety about reefing. The Triumph, rather too anxious for a start, nearly run past before the gun, and let Fairy off flying, with Model astern, and the yawl next—Triumph followed, and Gipsy last of all. The fleet carried topsails except Gipsy, and with the blast freshening, went off at a splendid pace. The bulk and big canvas of the Triumph told as she reached up on the Fairy, sailed for her life by Mr. Finlay. Mr. Ferguson appeared to have shipped the "Clerk" of the weather, and got exactly his own breeze for his big boat, jibing first at Toward and going down the wind beautifully trimmed by the stern. Mr. Adams had been praying for a gale, and with his square-headed topsail his deep boat was ploughing up the sea like a Armstrong 100-pounder. With a reach to Largs and plenty of power, the Model was safe to bet upon, but she does not do on the wind. The yawl, with

plenty of wind and a little of the sheet, was going fast, reaching with the Model to leeward, and keeping the Gipsy astern. Abreast of the Kyles her mizen blew in about her crew, but she was going into her cockpit at a pace the Gipsy could not mend. Instead of a lead keel like the others, the Gipsy had a life belt on board, but she got no stiffening out of the Thornton, and with much more wind, there was some fear of an official vacancy in the club. The Fairy, round second, went by flying, and Mr. Reid, unmindful of Leander's fate, so pathetically sculptured in the Royal Academy this season, got a spinnaker boom out and set a hazardous lot of cotton. Mr. Ferguson had left a lot of his ballast behind, and the Fairy did not make much of her wing, but on the wind she had her revenge, for Mr. Ferguson's extra precautions, Mr. Adams was in for a dogged tear against the "pre-Adamite," models but he was pursuing "a Phantom" in the Fairy. In case of the wind heading and a light squeeze round the flag with unruly spars, the Gipsy kept well to windward, and took the jibe with needful precaution. It was freshening every minute, and the Gipsy would be smothered on the wind with her light trim. A reef was hauled down, the secretary making an official line to the lee buoy, round which the fleet were hauling with various fortunes, and some fear of a dead muzzler into the Commodore. The Triumph, with a puntful of lead behind, was rather "coggie" but so long as her owner got a seat on the weather gunwale, she was safe to weather Bognay unless the mast went over the side. The Fairy's "lead" was giving her "a lead" over the others, and the yawl and Model were falling to leeward. The Gipsy, humbugged with reefing, came round last, and a big jib had to be shifted for a small one. The Corinthian, on her nose, was subjected to a severe hydropathic treatment while hauling in and out the duck, and must have had sincere sympathy from the indoor patients of the establishment on shore.

The Triumph was in first, but Fairy won the prize by time allowance. The boats were timed:—Triumph 2h. 17m. 39s., Fairy 2h. 18m. 30s., Ondina 2h. 25m. 32s., Gipsy King 2h. 31m. 35s., Model 2h. 39m. 30s.

The Model, while fetching in towards Bognay, broke her gaff, was disabled, and consequently fell far astern.

The Valetta afterwards steamed up the Kyles, followed by a large fleet of yachts, while others were running down the Clyde to join the cruise. Some of the smaller yachts beat up the river in the evening.

ROTHESAY REGATTA.

THIS annual regatta came off on Friday, 30th August, in Rothesay Bay. During the early part of the day the weather was extremely unpropitious, rain having fallen in torrents, as it has done at intervals during the past day or two, but in the forenoon it cleared up, and the day became almost everything that could be desired, a fresh breeze prevailing. J. M. Forrester, Esq., again ably acted as commodore, and was assisted by a committee.

For a purse of £10 for 10-ton yachts, the entries were :—Vision, cutter,

8 tons, M. Carswell, Esq.; Rosa, cutter, 10 tons, J. Eadie, Esq.; Zeta, cutter, 10 tons, J. R. Rainey, Esq. Course; Buoy off Knockdhu and Nyanza's moorings; twice round. Started at 12h. 30m. The wind strong at north-west gave a free reach for Knockdhu, after hauling round which, the yachts had reached Ardbuie Point, and had a free sheet for the lee buoy. The Vision sailed with her usual care, and appeared to keep the lead. On the second turn the time was:—Vision 2h. 50m. 10s., Zeta 2h. 31m. 30s., Rosa 2h. 52m. 34s.

The Vision won by 7secs., Zeta second, and Rosa third. Zeta and Vision led alternately, Vision coming in first. The prize is Vision's eighth this season.

A purse 5 sovs. for yachts not exceeding 5 tons; second prize, 2 sovs. The entries were:—Gipsy King, cutter, 4 tons, — M'Gregor, Esq.; Triumph, cutter, 5 tons, R. Ferguson, Esq.; Fairy, cutter, 4 tons, W. J. Armstrong, Esq.; Lintie, cutter, 4 tons, W. York, Esq.; Model, cutter, 5 tons, A. Adams, jun., Esq.; Gazelle, cutter, 3 tons, R. Semple, Esq.; Ondina, yawl, 3 tons, J. A. Lockett, Esq.; Lil-et-Ja, cutter, 4 tons, J. Hamilton, Esq.

The Triumph got off with the lead, and kept it throughout. On the run for Knockdhu flag-boat the Triumph was followed by Fairy, Model, Gazelle, Gipsy King, Ayrshire Lass; Mr. Reid's boat jibing before Gipsy, and afterwards losing by carrying away jib sheets. In the strong wind, Mr. Ferguson's boat reached fast for lee buoy, with Fairy, Gazelle, and Gipsy King astern. On the wind the Gipsy weathered Gazelle, but was again weathered, other boats keeping relative places.

On the second turn the Triumph led away with a huge spinnaker, and after a run with the strong breeze to the lee buoy, she got with Fairy a breeze that led both boats straight for commodore, till they were headed off the north shore. The Gazelle had it close with Gipsy, the Rothesay boat carrying topsail and great area of canvas, while the Gipsy, with small canvas, groped up to windward capially. The Ondina, on second turn, was carrying spinnaker in strong breeze, and was sailed as hard as she could be pressed. The model reached very well, but did not show going by the wind. The Lintie and Ayrshire Lass were keeping rather close company at times. Mr. Hamilton's boat broke her gaff when in a good place, and was out of the race. The Fairy sailed wonderfully against the Triumph, a big and very powerful boat. The Gipsy with her faulty rig was sailing very fast. The Triumph claimed the prize.

The sailing boat race was won by Meteor, Mr. Fyfe; Rob second, Mr. D. Reid. The Telegram won the lug-sail race.

ROYAL CORNWALL YACHT CLUB MATCHES.

THE yacht races of the Royal Cornwall Yacht Club, which were postponed from September 3rd owing to the very unpropitious weather on that and previous days, took place on September 12th at Falmouth. The club was

again "favoured" with most miserable weather as regarded wet, a thick, heavy, misty rain falling continually up to about 3 o'clock in the afternoon, when it cleared up a little. The breeze, which blew from the south-west, however, was a splendid one for sailing, and although the sea was very rough, the matches passed off capitally, some excellent seamanship being witnessed. The course for the Prince of Wales's Cup was from the starting buoys, round a boat moored about three miles south-east of St. Anthony's Lighthouse, thence round a boat off Rosemullion Head, then round the Cross Channel buoy, H.M.S. Ganges, and the committee-boat. The course for the Commodore's Cup was different, being from the starting buoys to the boat off Rosemullion Head, thence round the Cross Channel buoy to H.M.S. Ganges, and around the committee-boat. In each match the boats had to go over these courses three times.

The first race was for the Prince of Wales's Cup, value 80 guineas; second prize £10, third £5; for cutters and yawls exceeding 35 tons. Time race, distance about 40 miles. The following entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1590	Oimara	cutter	159	J. Wylie, Esq.	Steele
	Esperanza	yawl	79	— Wadham, Esq.	
906	Iona.....	cutter	62	J. Ashbury, Esq.	Ratsey
726	Gertrude	yawl	51	J. M. Tharp, Esq.	Wanhill
501	Enid	yawl	42	G. Putland, Esq.	Wanhill

The time allowance was as under:—

Oimara allowed Esperanza 8m. 12s., Iona 11m. 50s., Gertrude 11m. 55s., Enid 20m.

Esperanza allowed Iona 3m. 31s., Gertrude 7m. 36s., Enid 11m. 41s.

Iona allowed Gertrude 4m. 50s., Enid 8m. 10s.

A fine start was effected at 10h. 45m. 30s., the smaller craft getting under weigh first, and the Oimara being the last to start. At starting the Enid had to luff up in the wind to avoid a brigantine, and the Iona led a little. The Esperanza was the only boat that carried her gaff-topsail at this stage of the race, and she was not far behind the Iona. On turning the buoy the Oimara led, followed by the Esperanza second. The Oimara continued to lead, having the largest spread of canvas, and increased her lead each time going round. This, however, was necessary if she desired to win, considering the number of minutes she had to allow some of the other boats. The Gertrude gave up before the end of the first round, having a large hole in her mainsail, which she asserted had been caused by the Esperanza in turning the south-east buoy. She entered a protest against the Esperanza to that effect, and when the latter came near the committee-boat she also signalled that she wished to protest, and this afterwards transpired to be against the Gertrude. The Esperanza was second to round the committee-boat, and the Iona last. On the Oimara heaving in sight the second time

she had lowered her topsail, and that was considered to be bad policy; the *Esperanza*, however, on the other hand, had hoisted her square-sail, and was running fast before the wind. The *Oimara* spread her topsail again on rounding the Gangea, and the *Esperanza* exchanged her squaresail for a similar one to the *Oimara*'s. The committee-boat was again rounded in the same order as before, and as the *Oimara* sped away under full sail, looking so graceful and beautiful, she attracted general admiration. The *Esperanza* came in second and the *Enid* third. Time at finish :—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Oimara	4	21	5	Esperanza	4	46	33	Enid.....	5	3	10

Oimara thus won the Prince of Wales's Cup with 17m. 9s. to spare from *Esperanza*, and 22m. 55s. to spare from *Enid*; *Esperanza* won the second prize with 4m. 46s. to spare from *Enid*, the latter getting third prize.

The second race was for the Commodore's Cup, value 50 guineas; second prize £10, third £5; for cutters and yawls not exceeding 40 tons. Time race. The following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1475	<i>Muriel</i>	cutter	40	T. Brassey, Esq., M.P.	Hatcher
1476	<i>Myosotis</i>	cutter	39	T. S. Freke, Esq.	Ratsey
673	<i>Foxhound</i>	cutter	34	Marquis of Ailsa	Fife

The time allowance was as under :—

Muriel allows *Myosotis* 31s., *Foxhound* 3m. 15s. *Myosotis* allows *Foxhound* 2m. 44s.

The *Alcyone* entered, but did not start.

A beautiful start was made at 11h. 27m. 40s., the three boats getting away as nearly as possible at the same time. Directly after, however, the *Foxhound* drew away, and the *Muriel*, through carrying too much canvas, was left behind. The *Myosotis* occupied the centre position, and these places were maintained till the boats passed out of sight. The *Myosotis* had secured first place on rounding the buoy, and came in towards the committee-boat in fine style. The *Foxhound* and the *Muriel* came up almost bow and bow; but when rounding the committee-boat the crew of the *Foxhound* displayed such fine seamanship, and managed their craft so well, as to enable them to slip ahead of the *Muriel*, take a sharp turn, and skim away with a good lead. These places were maintained throughout the next round. Coming up the third time both the *Myosotis* and the *Muriel* made use of their spinnakers when near the Black Rock, and, running dead before the wind, succeeded in leaving the *Foxhound* in the background. The *Muriel*'s outhaul afterwards gave way, and caused her to lose a couple of minutes, which enabled the *Foxhound* to considerably diminish the distance.

between them. The Myosotis came in first, Muriel second, and Foxhound third. Time at finish :—

	h. m. s.		h. m. s.		h. m. s.		
Myosotis.....	5 59 14	|	Muriel.....	6 5 35	|	Foxhound.....	6 8 21

The third race was for a prize of £20, second £5 ; for cutters and yawls not exceeding 25 tons. Time race. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rlg.	Ton.	Owners.	Builders.
1098	Lizzie	cutter	20	C. H. Coddington, Esq.	Hatcher
2410	Vampire	cutter	20	T. Cuthbert, Esq.	Hatcher
	Glendoveer.....	cutter	16	H. Trethowan, Esq.	

The time allowance was as under :—

Lizzie and Vampire each allowed Glendoveer 3m. 20s.

The start was made at 12h. 14m. 55s., each of the craft carried the same quantity of sail. The Glendoveer was to leeward, and behind the whole time. In fact, after the first round had been accomplished, it was seen that she had no chance of winning, and after she had completed her second round she very wisely gave up the contest. The Vampire was the first to lead at starting, and maintained that lead during the second round nearly to the finish of the race, when a tight struggle ensued for the first place, which resulted in the Lizzie overhauling the Vampire, and coming in a little over a minute before her. An accident happened to the Vampire when turning the committee-boat the first time, by which the top of her bowsprit was carried away. Her jib was fastened to this, but two of the crew were soon out and succeeded in securing it in. This was done amid a very heavy sea, and without causing the Vampire to lose any of the advantage which she then had over the Lizzie. Time at the finish :—

	h. m. s.		h. m. s.	
Vampire	5 10 24	|	Lizzie	5 11 42

ROYAL ULSTER YACHT CLUB MATCHES.

At Bangor, on Saturday, August 31st, five matches were sailed under the auspices of this very flourishing club. The weather, which for some days had been most unsettled, was, on the whole, favourable for yachting. At noon, when the first race started, it was almost a calm, but shortly a fresh breeze from about north sprang up, and continued to increase all day.

The first race was for yachts of the club, 20 tons and under. First prize, the Patterson Challenge Cup, value 15 guineas, presented by R. Lloyd Patterson, Esq.; and £5 added by the club—the cup to be won twice by the same yacht before being won out ; second prize, value £5. Only two paid hands allowed for each yacht ; all others on board to be members of a recognised

yacht club. Yachts to be steered by members of the R.U.Y.C. only. Course, start flying, between flag-ship and flag-boat; thence round flag-boat off Rockport, Carrickfergus Buoy, flag-boat off Kilroot, to flag-ship. Twice round. The entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1837	Ripple.....	cutter	12	G. Murney, Esq.	Fulton
1203	Lizzie	yawl	12	Capt. Hartwell	Roberts
2431	Vera	cutter	18	W. Girdwood, Esq.	P. Rogers
2419	Venture	cutter	20	T. Valentine, Esq.	

All raced except the last-named, which did not put in an appearance. The gun to prepare for start fired at five minutes to twelve precisely, and the starting gun at noon. The wind being almost *nil*, the yachts were not able to make much way, and the line was drifted past by Ripple at 12h. 3m. 10s., Lizzie 12h. 6m. 35s., Vera 12h. 7m. 1s.

The Ripple, as is well known, makes way with almost the heat of the sun alone, and by degrees increased her lead considerably. The Vera was the first to feel a slight breeze that sprang up as she passed the flag-ship, and if smartly handled, would have got to weather of Lizzie; but on this and other occasions during the day, the usual politeness of the Vera seemed to send her to leeward of her opponents, when most yachts would have passed to windward without thought of etiquette.

In the same order they reached Greypoint, where the wind again failed, and, for half-an-hour, they made no progress, till the yachts of the second race, which started thirty minutes after them, carried a fine breeze right up. The Lizzie had kept more to seaward than her antagonists, with a view to this breeze, and now got the benefit of her forethought, for she took the lead, and seemed like being first round Rockport flag-boat; but the light wind and changing of jibs on Lizzie allowed the Ripple to regain first place, the order at this mark was Ripple, Lizzie, and Vera, and the same at Carrick and Kilroot. Before Carrick buoy was reached the breeze had freshened considerably, and the Ripple shortened sail and housed topmast, even hauling up tack of main-sail for a time. The Lizzie stood well up to her canvas, and gamely carried every stitch, the result being that she gradually shortened distance on Ripple. The Vera was short handed, and was sailing for pleasure rather than with the expectation of gaining the prize. After rounding the Kilroot flag-boat it was a run to the flag-ship at Bangor, and during the short time the Ripple was setting up topmast, jib-headed topsail, and spinnaker the Lizzie took the lead, having set spinnaker smartly after rounding. At the flag-ship the time was :—Lizzie 2h. 51m. 7s., Ripple 2h. 51m. 20s., Vera 2h. 56m. 44s.

At this point there was a jibe which required most careful seamanship, sail having to be shortened just beforehand; as the wind had greatly freshened and a considerable sea had got up, and the yachts had now to haul close or

the wind to make their course for Greypoint. The Lizzie carried her balloon topsail till after rounding, and her spars must be good, and the hand at preventer backstay smart, or topmast must have been carried away. As it was, the sail was blown to ribbons while it was being taken in.

During the second round, and especially the beat to windward, from Rockport to Carrick, the Ripple once more and finally took first place, which she maintained, although she had much less canvas set than the others. The jibe which finished the race at the flag-ship took place at :—

	h.	m.	s.		h.	m.	s.
Ripple	4	55	15	Vera	5	2	35

Ripple winning the first prize, Lizzie the second.

Vera, not caring to risk the jibe, did not pass between the flag-ship and boat, although close behind Lizzie. The absence of the Rear-Commodore and his famous Quickstep from this race was much regretted.

The second race, started at 12h. 30m., for yachts ten tons and under, prize value £5, and locket for steersman, was the match which was postponed on 22nd June, on account of that day being too rough, and only those entered for that day could now compete, viz. :—Amba, cutter, 9 tons, C. C. Connor, Esq. ; Flirt, cutter, 7 tons, J. Currell, Esq. ; and Raven, cutter, 9 tons, John S. Brown, jun, Esq. Strictly Corinthian match—that is, not one to be on board who is not a member of a recognised yacht club. The committee decided to sail this match in conjunction with the third race, which was for yachts of the same size, and under the same conditions, the prize being a valuable silver cup, presented by the noble commodore, his Excellency the Governor-General of the Dominion of Canada, who continues to evince his interest in the welfare of this club, to which he has been instrumental in giving its present high standing. The course was once round same course as the first race, and then to Rockport flag-boat and back to flag-ship. The entries for this, the third race, were :—Amba and Flirt (which also entered for second race), the Boreas, cutter, 10 tons, T. Workman, Esq. ; and Glance, cutter, 9 tons, Wm. Hughes, Esq. A better start could scarcely have been made, as the yachts crossed the line well together at :—Amba 12h. 30m. 28s., Boreas 12h. 30m. 32s., Flirt 12h. 30m. 45s.

The Glance had not arrived in time, being detained by the calm up the Lough, but about twenty minutes afterwards arrived, and, although with only two persons on board, started on a stern chase, which is proverbially a long one.

For this start there was a fine whole-sail breeze. The Boreas, being to windward of Amba a little, was almost immediately able to blanket her and take the lead. Boreas and Amba set jib topsails, while the Flirt, without hers, was close-hauled, and made several points to windward of the course. As they neared Greypoint the wind headed them, which gave the Flirt the full advantage of her position to windward. The Amba, being unable to weather the point without a tack, was thrown behind, while the Boreas got a slight flaw of wind off shore, which just carried her clear of the point.

The breeze getting stronger, the Amba sent a well known member of the club to bowsprit end to stow jib topsail, but before he had time to do so the bowsprit unfortunately broke off at the stem head, he and the spar disappearing under water. The accident seemed critical, as the yacht was at racing speed, but we were relieved by seeing man and wreck on board again in a very short time. The crew, seeing that there was now no chance of winning in this crippled condition, put about for Bangor, and we trust applied the usual restoratives without delay.

The race was now between Boreas and Flirt, and was very close and interesting. The Flirt, being to windward, although a little astern, was able to set jib topsail now, and before reaching Rockport overhauled her adversary. For the beat to Carrick topsails were sent below, and the Flirt rather increased her lead. From Carrick to Kilroot no change occurred until near the latter, when Flirt ran up jib-headed topsail, and quickly after rounding set spinnaker. Boreas also set spinnaker after passing flag-boat, but something must have gone wrong with topsail gear, for no topsail was set, and we observed a man aloft for a considerable time. The heavy sea rolling the yachts about made the management very difficult when running. The Boreas here showed good running qualities, and overhauled the smaller boat—so much so that she gained what had been lost, and got foremost before reaching the flag-ship. The jibe, as before mentioned, was a difficult matter here, in consequence of the wind and sea being high. The time of rounding was:—Boreas 2h. 58m. 20s., Flirt 2h. 58m. 30s., Glance 3h. 13m. 15s.

The Flirt saved several seconds by jibing close round flag-boat, and shot ahead of Boreas, taking the lead for a short time; a squall striking her laid her on her beam ends and filled the cockpit, so that for a time all hands had to look to the safety of the ship rather than the race. Foresail and topsail were smartly lowered, and a hand told off to the pumps. The Boreas stood well to her canvas, and got a long way ahead here, and never again lost the lead. The positions were unchanged to the finish, which was timed at the flagship:—Boreas 4h. 17m. 40s., Flirt 4h. 22m. 35s., Glance 4h. 42m. 36s.

Boreas thus won the Commodore's Cup, and the Flirt won the prize in the second race, for which the Boreas was not entered.

The fourth race (start at one o'clock), for yachts of the club, 5 tons and under. One paid hand allowed; all others on board to be members of recognised yacht clubs. Prize, value £5. Entries:—Puffin (3-ton cutter), John W. Stack, Esq.; Blonde (3-ton cutter), Wm. S. Hamilton, Esq.; and Lurline (4-ton cutter), W. W. Watson, Esq. Course from flag-ship to Rockport, to Carrick Buoy, and thence to flag-ship. Once round.

The gun was fired at one o'clock to the second, but the yachts were manned by beginners, who have not had experience of flying starts, which are such good tests of seamanship; and, as will be seen by the following time of passing the flag-ship, there is room for improvement:—Puffin, 1h. 1m. 32s.; Lurline 1h. 2m. 1s.; Blonde, 1h. 2m. 30s.

The Puffin led to Rockport, but was beaten by the Blonde when tacki

to Carrick. The race finished at:—Blonde (winner) 4h. 6m. 10s.; Puffin 4h. 10m. 48s.

Lurline did not keep the flag-boat on the starboard hand at the finish, but came in about nine minutes after the Puffin. She had not finished ten minutes till a squall struck her and broke the mast off by the deck, sails and everything going over the side. Fortunately, nothing worse happened.

The fifth race was for Bangor open sailing boats, and did not seem to be appreciated by the Bangor boatmen; and, as it was virtually a walk over, little interest was taken in it.

DAWLISH REGATTA.

THIS annual regatta took place on Tuesday, August 20th, at least that part of it which the weather allowed to be carried out. The day on land was a most delightful one, but on the water the strong south-easterly wind blowing rendered the sea so "lumpy" that it was impossible for any but the sailing matches to take place. A match for yachts exceeding 10 tons took place, first prize £10, second £5. The following entered:—Thought, 27 tons, G. Wells, Esq.; L'Hirondelle, 11 tons, H. H. Spencer, Esq.; Petrel, 13 tons, W. J. Pike, Esq.; Psyche 13 tons, Capt. Flamank, Esq.; Heron, 16 tons, Messrs. Donne and Strong. The Thought did not arrive in time to start with the others. She left Cowes on the previous evening with the intention of competing, but arrived too late. The Psyche was the first to get away, and she held the foremost position throughout the race, which was a splendid one. The Heron came in second, the Petrel third, and L'Hirondelle fourth, time being as follows:—Psyche 1h. 34m. 15s., Heron 1h. 37m. 15s., Petrel 1h. 40m. 50s., L'Hirondelle 1h. 41m. 1s. A protest was entered by the Petrel against the Heron fouling the mark-boat, after she had been asked to give way by the Petrel. The Heron, being a schooner, was allowed 3m., and consequently the race ended in a dead heat.

Another match took place for yachts not exceeding 10 tons, first prize £5, second £2, third £1. This was also a good race, three boats competing. It ended in the victory of the Fairy Queen, W. Rudall, Esq., over J. O., W. Harris, Esq., and the latter over the Ripple, W. Tapper, Esq. Time at finish:—Fairy Queen 1h. 12m., J. O. 1h. 17m., Ripple 1h. 39m.

TEIGNMOUTH REGATTA

Took place on Thursday, August 22nd. The first prize given was for the ladies' purse of £25, for yachts of any rig above 25 tons. First prize £20, second £5; allowance half a minute per ton. Only two yachts competed—Thought, cutter, 27 tons, G. Wells, Esq.; Enid, yawl, 56 tons, G. Putland, Esq.; the latter having to allow her opponent 11m. The pair got off to a fair start, Thought getting a slight lead. Just before the first

round was completed the wind died away, and the yachts were very slow in their movements in consequence. The boats started at 1h. 1m., and rounded the mark-boats at the following times :—Thought, first mark-boat 1h. 26m. 30s., second boat 1h. 55m. 55s., third boat 2h. 16m. 10s., fourth boat 3h. 10m. 20s. The Enid rounded the several marks at 1h. 29m. 23s., 2h. 1m. 50s., 2h. 21m. 10s., and 3h. 20m. 25s. The second round, however, produced an entire revolution, for the wind veered round, and the Enid assumed the lead and arrived home first, three minutes before Thought, but having to allow the latter 11m. she lost first prize.

The next prize was of £20 for yachts of any rig, 25 tons and under, being £15, and £5 added for the second yacht. Time, three-quarters-of-a-minute per ton up to 15 tons, and half-a-minute per ton above. Two boats started—Lizzie, cutter, 20 tons, C. H. Coddington, Esq.; Heron, schooner, 16 tons, J. B. M. Donne, Esq. A fair start took place, Mr. Coddington's yacht being quickly in advance of her opponent. The race being confined to two boats, was naturally tame. Lizzie succeeded in maintaining her lead, which she gradually increased, but at no time was she leading by a very great distance. The first round was completed as follows (the boats started at 1h. 28m.):—Lizzie 4h. 8m. 50s., Heron 4h. 24m. 2s. The second round was slowly progressed with. Lizzie could not be deprived of her lead, and ultimately won the first prize, arriving at:—Lizzie 6h. 58m. 9s., Heron 7h. 8m.

The last prize was the "Rowden's" prize of 10 guineas, for yachts of any rig, with four guineas added as second prize. Four started—Psyche, cutter, 13 tons, J. Flamank, Esq.; L'Hirondelle, cutter, 10 tons, H. H. Spencer, Esq.; Buccaneer, cutter, 13 tons, Capt. Bayly; Petrel, cutter, 13 tons, H. J. Pike, Esq. All the yachts belonged to members of the Royal Dart Yacht Club except the Buccaneer, whose owner is connected with the Royal Thames Yacht Club. The lot got under weigh rather slowly at first, but they soon attained a greater speed, Buccaneer cutting out the work, her follower being Psyche, next to which was L'Hirondelle, Petrel bringing up the rear. These positions were maintained with no variations throughout the greater part of the race, and the Buccaneer completed the first round a long distance ahead of the Psyche, which in turn held a long lead of the other boats, the third to complete the first round being L'Hirondelle, whilst Petrel was an indifferent fourth. The time was registered as under:—Buccaneer 3h. 54m. 42s., Psyche 4h. 4m. 35s., L'Hirondelle 4h. 11m. 36s. Petrel was a great distance in the rear, and was not timed. In the second round Psyche caught up to Buccaneer, and a splendid finish resulted, Mr. Flamank's yacht arriving at about 7h. 5m. 2s., Buccaneer 7h. 5m. 20s.

There were several prizes given for fishing boats, rowing matches, &c.

STONEHOUSE REGATTA.

At this regatta the first match was for yachts not exceeding 12 tons, first prize a cup value 12 guineas, second prize of 3 guineas. Although the rules declared that a race could not take place unless there were three com-

petitors, the committee allowed the two boats entered to contest the match. They were the *Ida*, R. Hocking, Esq.; and *Vespa*, W. Clark, Esq. The *Ida* being heavier than the *Vespa* by 4 tons, the latter was allowed 8m. The course was from the committee-vessel to the Cobbler buoy, thence round the east Tinker and Knap buoy successively, and back to the starting point; this course to be sailed twice. The boats got off at 2h. 8m. 3s., the smaller craft being the first to show to the fore, but she was not destined to occupy that position permanently, for *Ida* gradually overhauled her and assumed a good lead. The yachts came in for the first time rather slowly, as there was no wind, and rounded the mark-boat at a long interval at the following time:—*Ida* 4h. 50m. 31s., *Vespa* 5h. 39m. 15s. Little alteration took place in the last round, *Ida*, of course, coming in the winner.

The next race was for yachts not exceeding 6 tons, first prize a cup value 8 guineas, second 2 guineas. Five boats competed, All were of 5 tons each with the exception of the *Aladdin*, Mr. R. Davidson, which was a first-class pleasure boat, and entered for the contest in that class. As, however, it was considered that *Aladdin* would inevitably win that match, her owner determined to relinquish the prize and fight the larger craft. The yachts were *Little Pet*, W. Wey, Esq.; *Dream*, T. Ryder, Esq.; *Seagull*, F. C. Hingson, Esq.; and *Elaine*, E. James, Esq. The course was the same as in the previous match, Just after the start, which was an excellent one, *Seagull*, which was overcrowded with canvas, carried away her topmast, and although she continued some time in the race, she had eventually to give up. *Little Pet*, too, lost her weather-topmast shroud, so that *Elaine* was enabled to take the lead. After several alterations in positions, *Aladdin* took a decided lead, and was greeted with loud applause on rounding the mark-boat for the first time. But little difference of places took place in the last round, the *Aladdin* winning by some distance. Some of the other boats were for a long time becalmed.

JUNIOR THAMES YACHT CLUB.

THE fourth match of this energetic club was sailed on August 28th, under the command of Vice-commodore Fradgley. The course was from Greenhithe round the East Blyth Buoy and back. The prizes were for the first class a cup presented by the commodore, value £10 10s.; second prize value £5 5s. The second class prizes, a cup value £5 5s., presented by the Hon. Sec., and a second prize value £3 3s. The following yachts entered:—First class, *Nellie*, cutter, 8½ tons, Capt. Fellowes, R.N.; *Valentine*, cutter, 11 tons, J. Williams, Esq.; *Violet*, schooner, 13 tons, Lieut. Kunhardt, R.N.; *Echo*, cutter, 10 tons, B. Moore, Esq.; *L'Erie*, cutter, 10 tons, Major Lenon, V.C.; *Bessie*, cutter, 6½ tons, H. N. Hewitt, Esq. Second class: *Lily*, cutter, 4½ tons, R. Pim, Esq.; *Cupid*, cutter, 3 tons, J. Lang, Esq.; *Ada*, cutter, 3 tons, W. Burrowes, Esq.; *Lulu*, yawl, 6 tons, — M'Nish, Esq.; *Brisk*,

cutter, 6 tons, L. Moore, Esq.; Arrow, cutter, 5½ tons, J. A. Sparvel-Bayly, Esq. The Valentine, Lily, and Arrow were unfortunately unable to get up from Margate, where they had been racing the previous Monday, and the Bessie and Cupid, though on the station, did not compete. Some little delay was caused by the Echo having drifted below her line, and having to be towed back to the station by the club steamer, the second class were started at 11h. 25m., the Brisk with a considerable advantage, having dragged anchor below her competitors, but she was rapidly drawn upon by the Ada. The first class went off 5m. later, the Echo being the smartest with her canvas, and the Nellie last away. Off Gravesend the Brisk and L'Erie respectively led their classes. At the bottom of Gravesend Reach the Violet gave up, the wind being very light. The East Blyth Buoy was rounded as follows:—L'Erie 3h. 14m. 30s., Brisk 3h. 24m. 50s., Ada 3h. 28m. 30s., Echo 3h. 31m. 30s., Nellie 3h. 32m. 0s., Lulu 4h. 25m. 0s.

Then commenced the dead peg to windward home. On the second board the Ada weathered the Brisk, and a close match for position ensued between those boats, the time allowance making the first prize a dead certainty for the Ada. The Nellie unfortunately went ashore on the Blyth, and remained there more than half-an-hour. It is only fair to record that the L'Erie was most carefully steered by Mr. Atkinson of Greenhithe. The match finished off the Pier as under:—L'Erie 7h. 7h. 30., Ada 7h. 24m. 0s., Brisk 7h. 34m. 55s., Echo 7h. 37m. 0s. The others were not timed.

The fifth match was sailed on the 11th September (course from Greenhithe round the East Blyth Buoy) by yachts not exceeding 15 tons: a handicap race; first prize a cup value £10 10s., presented by Col. Lenon, V.C., second prize a cup value £5 5s. The handicap to be made known before the start. The following yachts entered (handicap tonnage):—Lily, cutter, 6 tons, R. Pim, Esq.; Rifleman, cutter, 8½ tons, J. Pim, Esq.; Lulu, yawl, 8 tons, — M'Nish, Esq.; Violet, schooner, 9 tons, — Kunhardt, Esq.; Valentine, cutter, 11 tons, — Williams, Esq.; Ada, cutter, 5 tons, R. Burrowes, Esq.; Nellie, cutter, 9 tons, Capt. Fellowes; Arrow, cutter, 10 tons, J. A. Sparvel-Bayly, Esq.; Marguerite, cutter, 6 tons, C. Eltham, Esq. Time allowance, 1m. per ton. The Violet did not start. A capital start was effected at 10h. 34m., the yachts getting away in a cluster. The wind strong W.b.S., the Arrow soon ran to the front, obtaining a long lead, which she held until abreast of the Mucking Light, where the Nellie just past her, when, unfortunately, Nellie's topmast went, and everything came down with a run. The wreck was soon cleared and her head again put before the wind, the East Blyth Buoy being rounded in the following order:—Arrow, Rifleman, Lily, Valentine, Marguerite, Nellie, Lulu, Ada. A most interesting hammering match ensued between Nellie and Arrow, but a lucky puff favoring the former vessel in Gravesend Reach, she got away. The match was most interesting, and terminated as follows:—Nellie 3h. 18m. 8s., Arrow 3h. 20m. 39s., Valentine 3h. 30m. 29s., Rifleman 3h. 36m. 51s., Lulu 3h. 38m. 30s., Lily 3h. 41m. 39s., Marguerite 3h. 48m. 0s., Ada 3h. 52m. 16s. The first prize was taken by the Nellie, the second going to the Arrow.

ROYAL HALIFAX (NOVA SCOTIA) YACHT CLUB.

THE annual match of the flourishing club for the challenge cup presented by H.R.H. took place on the 1st August last. The following were the entries:—Gnat, sloop, John Pugh, Esq.; Whisper, sloop, Vice-commodore Wood; Cloud, sloop, Alex. W. Scott, Esq., Secretary; Falcon, schooner, Rear-commodore Bullock; Spray, sloop, A. C. Edwards, Esq.; Bertha, cutter, F. M. Passow, Esq.; Novice, sloop, Col. Gordon, 60th Rifles. The Cloud and Bertha did not start. The others got off in good style at 18m. past noon, and sailed No. 1 course, from the starting point off the club piers to and around Meagher's Rock Buoy, thence leaving the buoy on the port hand, to and past the sailing committee station on the club piers, a distance of 12 miles 6 cables. There was a good yachting breeze, and the contest altogether was one of the finest in the annals of the club. The yachts returned in the following order:—Whisper 2h. 20m., Spray 2h. 30m., Falcon 2h. 45a., Novice 2h. 47m., Gnat 2h. 52m. After allowing time for difference of tonnage, the Whisper was declared the winner by 1m. We are gratified to learn that Alex. W. Scott, Esq., the worthy secretary of the Royal Halifax, has received from the King of Spain the Cross of Knight of the Royal Order of Isabel la Catolica, for valuable services rendered by him to his Majesty's Government while in charge of the Spanish Consulate at Halifax during the years 1870-71. We congratulate Mr. Scott on being the recipient of so distinguished an honor.

ECONOMY OF FUEL ON BOARD YACHTS.

THE following letter appeared in the *Times* of August 31st, 1872. The stove in question was supplied by the firm of Pascall Atkey and Son, West Cowes, Isle of Wight:—

“SIR,—The question of saving fuel in our fire-places being now a national one, may I be permitted through your columns to furnish some particulars bearing upon the question which have just come under my notice during a holiday cruise in the yacht *Siesta*? The party consists of nine persons, and the crew numbers 13 men. The cooking stove measures only 1ft. 9in. by 1ft. 4in., and is 1ft. 9in. in height, the actual fuel space being less than one cubic foot. The upper surface forms a hot-plate, there is a good oven beneath, a hot water boiler, holding three gallons, which is kept constantly hot, standing above, and appliances for roasting in front; the whole is very compact and clean. Considering the number of persons provided with three meals a day, with variety of dishes, I have no hesitation in saying that the adoption of a similar stove range for use on shore would be a step in the right direction.

“The large area in our ordinary kitchen fire-places is the result of the cumbersome nature of our present cooking ranges, and the necessity of

heating the large back boilers which supply the hot water cistern and keep up a circulation of hot water at times when it is not needed. My impression is that if we were to separate the cooking system from the hot water service, economy, both in space and fuel, would be effected. The question arises—What is the best form of cooking range? Is it not simply the one that affords the largest surface of heat in the smallest compass? In fact, a central fire kept at red heat, with the various surfaces utilized, appears to me to give the maximum of cooking power with the minimum of fuel.

“Having weighed the fuel required on this yacht for one day's consumption—viz., 47lb. of coke at 20s. a ton, I find that the cost per head per day amounts to less than one farthing, and with similar economy in the fuel of our kitchen ranges there need be no outcry against this item of household expenditure. I may mention that the coke used was gas coke of inferior quality that twelve months ago was sold at 6s. per ton.

“I do not hesitate to affirm that four times the above quantity of fuel would be required for an ordinary kitchen range to produce the same result of cooking, and should the continental stove system be adopted throughout the house an equal economy would be effected.

“I am, Sir, yours very truly, HENRY H. VALE, F.R.I.B.A.,

“*Ex-President of the Liverpool Architectural Society.*

“Yacht Siesta, off Rothesay, Isle of Bute, Aug. 29.”

BABBICOMBE REGATTA.

THIS regatta took place Sept. 17th. The only prize for yachts was £15, open to yachts of any rig belonging to members of any recognised yacht club not exceeding 27 tons. Time race. First prize £10, second £5. The following started:—Heron, 16 tons, Messrs. Donne and Strong; Psyche, 13 tons, T. Flamank, Esq.; Fairy Queen, 10 tons, — Rudall, Esq. The starting gun was fired at 2h. 28m. Fairy Queen had the best position, and took the lead for a short distance, but had not proceeded far before she was overhauled by Psyche, which afterwards carried away her topmast. Heron was not ready as soon as the others, and consequently laboured under a slight disadvantage, but owing to Psyche's mishap soon went ahead, the first round being finished as follows:—Heron 3h. 30m. 5s., Psyche 3h. 30m. 10s., Fairy Queen 3h. 39m. 30s. The same positions were kept in the next round, in which Fairy Queen carried away the jaws of her gaff. Heron arrived at 4h. 26m. 30s., Psyche 4h. 26m. 35s., Fairy Queen 4h. 32m. 30s. The latter then gave up, Heron considerably increased her lead, finishing at 5h. 24m. 30s., and Psyche at 5h. 28m. 30s. The usual sailing and rowing matches made up the day's sport.

COL. SIR W. TOPHAM has ordered a schooner of 145 tons to be built by Messrs. Camper and Nicholson, and has entrusted Mr. Charles Napier Pease, Secretary of the Royal Albert Yacht Club, with the entire arrangements, both as regards the selection of the model and the supervision of the material and workmanship.

Very many racing Yachts are now in the market, and we hear that it is probable, the Flying Cloud and Alcyone will shortly be offered for sale.

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HUNT'S YACHTING MAGAZINE.

NOVEMBER, 1872.

YAWLS AND CUTTERS.

OUR readers will doubtless remember that we brought to the notice of the public certain circumstances connected with the cutter and yawl rig, which we, in common with many yachtsmen, considered required ventilation. The same subject, only under another form, has been again brought prominently forward, owing to the misunderstanding at the late Plymouth Regatta, whereby what would otherwise have been a fine gathering was completely spoilt and the general public very much disappointed.

We will not go very far into the discussion as to whether the owners of the various cutters on the particular occasion acted in perfect faith towards the committee, or whether the committee did or did not use their best endeavours to smooth over the difficulty and act in a manner the most likely to promote sport—a feeling which should actuate all our committees—for there is such a difference of opinion abroad on these points that it really is most difficult to arrive at anything like a just conclusion in the matter; possibly there were faults on both sides, as is generally the case in disagreements of the kind, and while on the one hand the Plymouth committee may

have felt inclined to follow in the footsteps of the old Medes and Persians and insist upon adopting a thoroughly conservative policy, which is too often the case with regatta committees; so on the other hand the owners of the cutters may have acted in a way which left the committee no alternative but to carry out their original programme, be the consequences what they might. We do not say that either of these is the correct version of this untoward affair, but merely repeat what has been said on both sides, leaving the public to form their own conclusion.

Our province is to deal generally with the question as to whether it is advisable that the present system of classing cutters and yawls together, with a large allowance in favour of the latter when of equal tonnage, should or should not be continued.

It is but a few years since yawls entered the lists at all, before then an occasional "dandy" would put in her appearance more with the view of making up a race than for any other object, until one or two fast yawls were built which regularly put in an appearance at the regattas on the coast; but then came a wail from the owners of the would-be cutters and the question of time to be given was persistently raised, until heard, when it was decided that a certain large allowance, varying somewhat in different localities, should be invariably allowed. The allowance so given was of course complete guess work, for no one had had the opportunity of ascertaining how much the one rig had the advantage over the other, and the problem was left to work itself out. This is—with perhaps the additional fact that it was felt at the time a pity that the few fast yawls then in existence should not be put upon as equal terms as could then be formed to enable them to compete with some chance of success at the different meetings—the history of the cutter and yawl question.

Now, however, the matter has reached another stage, and the owners of cutters complain that the time, originally fixed upon by hazard, has proved too much for them to give the yawls, and that inasmuch as the yawls are now sufficiently numerous to have a class of their own, the committees should alter the present state of things and make separate races for the yawls where it is practicable, and where it is not practicable that fresh calculations should be made with regard to time allowance with the view of putting the cutter and the yawl upon as even a footing as possible.

No doubt there is much to be said in favour of the argument of the cutter owners, and we have only to mention one circumstance where the two rigs may meet, and where the yawl has such a manifest advantage over the cutter, as to make the allowance now given ridiculous. We allude to a strong breeze of wind when the cutter is obliged to double reef, and the yawl would probably have to put one down ; here the cutter would have six or eight feet of useless boom hanging over her counter besides more between stern post and counter pitching her stern down into the sea which in such a breeze would be running, while the yawl, with her canvas in the same relative position, would have her short boom in-board, and rise naturally so much, very much easier in the sea as to give her an enormous superiority without any assistance from time.

Then the time allowance given to the yawls has, in our opinion, proved more than the cutters can give, so that taking everything into consideration, we think the cutter owners may very fairly claim to be heard, and more particularly as there are yawls enough now hoisting racing flags to make a class of their own. Putting, however, argument aside altogether, the owners of cutters have in their opinion a grievance, and it is always advisable under such circumstances to do away with such a feeling if possible ; and even supposing that in so doing the yawl owners consider themselves aggrieved, all we have to do is to regret it, but to do what is right ; and seeing that the owners of the cutters are by far the more numerous class, and that the great aim of all good government is to watch over the wants of the many, the owners of the latter craft we consider fully entitled to redress.

YACHTING IN AMERICA.

(From the New York Herald.)

THE following account of a spirited race for the Commodore's challenge cup took place on Sept. 21st and 22nd. to Sandy Hook Lightship and return. The Rambler won the race by nearly four hours and remains in peaceful possession of the cup for the season of 1872, as by deed of gift two victories exempt the victor from further challenges for the season. It is seldom that yachtsmen have the luck to get such a breeze as the Rambler and Madeleine experienced during the race as it gave a fair chance of testing the speed and sea-going qualities of the yachts. The Madeleine was very unfortunate, parting the teeth of her mainsail

when about two miles ahead ; and she also met with several other mishaps, such as parting the sheets of her jib and the flying jib, splitting her fore-staysail and tearing out of the deck the starboard eye-bolt holding the foresail sheet. The Rambler was delayed 19m. repairing the throat-halyards, which chafed away. These accidents show how thoroughly strong all rigging and canvas should be to stand a blow at this season of the year.

The yachts made a flying start to the southward and eastward of the Brenton's Reef Lightship, and their time was taken as they bore south-east from that point. They went as follows : —

<i>Yacht.</i>	<i>Owners.</i>	<i>h.</i>	<i>m.</i>	<i>s.</i>
Madeleine	Com. Jacob Vorhis, Jr.....	8	48	31
Rambler	J. M. Forbes Esq.....	8	51	22

Both yachts were under main and foresail, main club topsail, fore-staysail, jib and flying jib. The Madeleine also had a working fore-topsail set. Just after crossing the line both yachts sent up the jib-topsail, and the Rambler also sent up a small fore-topsail. The wind was then about S.b.E., and they were both on the port tack at 9h. 25m. The Madeleine found her club topsail of very little service on the wind, and when taking it down the club fouled the main gaff and snapped it in half. This damage was soon mended by bending on a new stick. The Madeleine then set a working main-topsail. At 9h. 30m. Point Judith bore north-west half-a-mile distant, and the Rambler was about a mile astern in the wake of the Madeleine. The weather now began to thicken and a rain squall came up and wet our canvas. At 9h. 45m. the Rambler lowered her club topsail and set a small one. Point Judith was then bearing north, about three miles distant. The breeze kept freshening and hauling more to the westward, heading us off our course to Montauk.

At 10h. a.m. the Madeleine clewed up her fore-topsail, and the main-topsail and flying jib were also got out of the way. We lost sight of the Rambler then in a rain squall, which headed us off so that we could not point better than west and west half south. At 10h. 15m. the squall subsided; we set the flying jib, and sighted the Rambler about three miles astern, with her topsails taken in. The sky now began to clear up a little, and the sun made a kind of half attempt to break through the cloudy atmosphere. The wind went back a couple of points to the southward, and we headed about S.W.b.W. The tide was now running ebb on our lee bow; setting us up to windward.

At 11h. a.m. we sighted the lighthouse on Montauk on our weather bow, bearing S.S.W. Watch Hill bearing N.W.b.N., and the southerly

end of Block Island bearing south-east about five miles distant. The Rambler was then about three-and-a-half miles astern of the Madeleine, in her wake. The breeze began to haul again to the westward, and we were pointing W.b.N. At Watch Hill bore N.b.W. with the weather still thick and rainy. We lost sight of the Rambler in the rain. The wind had then hauled round about west, and shortly afterwards died out altogether, and we were rolling about in a heavy swell. The weather cleared up a little and we sighted the Rambler about two miles astern. She set topsails and caught a light breeze from the south-west. The Rambler set staysail and jib-topsail about 2h. p.m. The breeze came up a little fresher, Montauk then bearing S.S.W., and the Rambler gradually closing up towards the Madeleine. The Rambler took down staysail and stayed at 2h. 10m. heading towards Montauk, and the Madeleine attempted to follow suit at 2h. 14m. but missed stays; tried again, and succeeded in 2h. 22m. heading S.W.b.W. The Rambler was closing up in the light breeze, and was now about three-quarters of a mile to leeward.

At 2h. 51m. the Rambler stayed and stood to the eastward, and the Madeleine tacked at 2h. 55m. with Montauk light bearing S.b.W. We now came in for a little more rain with the wind about south-west and freshening. At 3h. 15m. the Rambler took in her jib-topsail, and the Madeleine went on the port-tack, heading W.b.N., with Montauk about about a-mile-and-a-half distant, bearing S.b.W. The Rambler tacked a few minutes afterwards about a mile to leeward. Montauk was now pretty well disposed of, and at 3h. 40m. the Rambler tacked off short, followed by the Madeleine, which was forging ahead. At 3h. 52m. the rain still kept falling, and at 4h. 0m. 4s. the Rambler stood in shore on the port-tack. The Madeleine stayed to the westward at 4h. 20m. and set jib-topsail. At 4h. 45m. Rambler tacked off shore. It was now clearing up to windward, and there was a good fresh breeze.

At 5h. 12m. the Madeleine stood off shore, with the Rambler about two and-a-half miles dead to leeward. The Rambler stood in shore at 5h. 30m., and the Madeleine also at 5h. 48m. heading W.b.N., with the wind S.W. $\frac{1}{2}$ W. The Rambler stayed at 6h. 15m. with her star-board tacks on board. The wind was now hauling more to the westward. The Madeleine tacked at 6h. 45m. and made a good stretch, heading south-west. There was not so much sea now as the yachts had off Montauk, and they were both slipping through the water very fast. Montauk now bore N.E.b.E.

At 7h. p.m. we saw a thunder storm to the north-west, but it passed northward of us. It now began to breeze up, and we clewed up both

topsails. At 7h. 15m. the Madeleine tacked in shore and sighted what we supposed to be the Rambler on our lee quarter, about a-mile-and-a-half distant, standing in shore. The Madeleine stayed at 7h. 30m. and set topsails, heading south-west on starboard tack. We sighted the Shinnicock light bearing west, and Montauk bearing N.E.b.E. The Madeleine tacked again in shore at 8h. 0m. 5s. and passed the bark A. Jackson on the starboard tack.

At 8h. 30m. she tacked off shore, and at 9h. she tacked again in shore. The breeze now began to freshen up, and we took in topsails and shortly afterwards, at 9h. 55m. parted jib and flying jibsheets. This accident delayed us nearly 15m., as she would not steer under full mainsail, foresail and fore-staysail, but kept going in irons every two or three minutes. The Rambler then came up and passed about half-a-mile to leeward, heading in shorter. The race now became very interesting, as both yachts were close together, and slipping through the water at a lively gait, while their very action was plainly discernable by the light of the moon. The Rambler finally weathered the Madeleine under mainsail, foresail, fore-staysail and jib. The Madeleine was under the same canvas, and had just parted her flying jib for the second time. A new sheet was soon bent on and with the assistance of the flying jib she closed up the gap very fast, and finally weathered her and kept increasing her lead. About 2h. a.m., Friday morning, the Madeleine parted the flying jib sheet again. The two yachts were then pretty close together, the Madeleine being about half-a-mile ahead. They kept about those positions until daybreak. About 8h. a.m. the Rambler was about half-a-mile astern of the Madeleine, when the throat halyards gave way, and down came her mainsail. This accident delayed her about 19m. before she got the damage repaired. The Madeleine passed Fire Island light about two and-a-half miles ahead of the Rambler, which shortly afterwards reefed her main and foresail. The Madeleine then found that the breeze was getting a little too much for her, knocking her down to her skylights, so they put two reefs in the mainsail, and kept full foresail, fore-staysail and jib untouched.

At 12h. 38m. the Rambler was about three miles astern, when the Madeleine parted the leach of her mainsail about three feet above double reef earing. The sail was lowered and a stop put on, but directly it again felt the force of the wind it parted and tore the sail. They then lowered the sail right down, and also the fore-staysail and jib, and kept the foresail up to get steerage way. Captain Steve Gardner and a couple of men got to work at the main-sail, and put on a strong Manilla stop and patched the tear in the sail. In the

meanwhile the Rambler had gone by with both topmasts housed, and was out of sight before the Madeleine again got going. The accident occurred off Rockaway, and at 3h. 15m. she got started, having lost two hours and thirty-seven minutes, and drifted about four miles to leeward into a heavy sea. The Rambler rounded Sandy Hook light-ship at 3h. 58m. and the Madeleine made a long stretch and tacked off Long Branch for the light-ship, which she passed at 6h. 53m. Coming back the Rambler carried on full mainsail and foresail, both topsails, staysail, fore-staysail, jib, flying jib and jib-topsail, and at 6h. 41m 20s. sighted Fire Island, bearing N. $\frac{1}{4}$ W., at 9h. 49m. Shinnicock, bearing north, and at 12h. 33m. 22s. passed Montauk Point, north-west. After passing Shinnicock the breeze freshened considerably, and she took in the topsail and put a double reef in the mainsail. The Madeleine came home under sail, with topsails up, in the early part of the evening. She passed Fire Island at 10h. p.m., and at 2h. a.m. this morning, Shinnicock bore W.N.W. about fourteen miles distant, and at 3h. 30m. sighted Montauk dead ahead, and at 5h. 30m. Montauk bore west about two miles distant. At 7h. 30m. we passed Point Judith, with the wind about W.N.W. It was a very pretty sail back, and the Rambler made the run from light-ship to light-ship in 12h. 18m., while the Madeleine took 13h. 16m. The yachts arrived as follows :—

	TIME OF ARRIVAL.			TIME OF RACE.		
	H.	M.	S.	H.	M.	S.
Rambler	4	16	54	43	25	32
Madeleine	8	9	12	47	18	41

Making the actual difference of time between them 3h. 53m. 9s.

THE RACE BETWEEN THE VISION AND GRACIE.

THE following report was made by a gentleman on the Gracie during the race between that yacht and the Vision from the stake-boat in the Narrows to the south-west Spit buoy; thence back to the buoy on Craven shoals; thence to the south-west Spit buoy again; thence home to the stake-boat in the Narrows, and in which contest the Vision won the Commodore's challenge cup for sloops :—

The Gracie crossed the line first, 24secs. ahead of the Vision, under close-reefed mainsail and bonnet off the jib, about 15m. after starting she set her flying jib, and was apparently increasing the distance between herself and the Vision. About 10m. after the flying jib was set the tack rope parted and the sail was hauled down, a new tack bent and the jib reset. It had not been fixed five minutes when the eye of the clew tore out of the canvas and the sail was rendered useless. The Gracie rounded the south-west Spit buoy. No. 8 $\frac{1}{2}$, about a minute ahead

of the Vision, but while endeavouring to trim the main-sheet, with six men hauling, one of them lost his balance and fell overboard, carrying with him four others, and the five men were for a few minutes struggling in the water. By the time they were rescued and the sails trimmed, and the yacht put upon her course, six or seven minutes had been lost. She was then kept well to windward, close along the West Bank towards the buoy on Craven Shoal. When off the hospital she was a long distance to windward of the Vision, and would in all probability have turned Craven's Reef buoy ahead. The buoy had been described to Mr. Colgate, while on the judges' boat before the start, as being painted in white and black stripes, and there being such a buoy to leeward of the Craven Shoal buoy, and, seeing the Vision heading for it, the Gracie's crew supposed it must be the right one and kept her off, thereby losing the great advantage of her windward position. The wind at this time had considerably lightened, and many of the third reef points of the mainsail having started, one reef was shaken out; but no sooner was there a strain on it than a long rent was torn in, up to the forward leach, which constantly increased. The Craven's Reef buoy was rounded 1m. 49s. behind the Vision. Soon afterwards the points of the second reef began to tear out, and the difficulty increased during the entire run to the south-west Spit buoy. About half way to the Spit the outrigger to which the jib-sheets were trimmed gave way, and the jerk parted the sheets. Before new sheets could be rove the Vision had greatly increased her lead. The wind had again freshened and it was blowing harder than at any time during the day. Upon reaching the south-west Spit it was blowing so hard that it necessitated a close reefed mainsail, but as the sail was tearing badly, going free, it would not have stood five minutes on the wind, and there was nothing left for the Gracie to do but run into the Horseshoe and anchor for the night, which she did.

LIFE-BOATS.

THE melancholy accident which occurred to two boats of H.M.S. Ariadne, in March of the present year, again revived the questions as to the most suitable life-boats for ships of war and the best description of apparatus for lowering them safely and quickly into the water.

On the occasion referred to, a seaman had fallen overboard from the main-topmast head, the ship running ten knots at the time with the wind on the starboard quarter. She was quickly hauled to the wind and hove to, and the lee cutter was lowered and rowed in the direction

in which the man was last seen. The ship, however, dropping fast to leeward of the boat, steam was got up, the sails furled and she was steered towards the boat. On nearing which, however, she was seen to round to or broach to, and to upset by a heavy sea breaking on her broadside.

The ship's other cutter, then on the lee side was at once lowered but one of the lowering tackles fouling, she was swamped alongside with the loss of one man, the rest of the crew being with difficulty saved.

The ship was then placed in such a position as to drift down on the wreck of the first boat, and with very great difficulty, four of the survivors of its crew were saved by ropes. In all, two young officers, Messrs. Jukes and Talbot, and eight seamen perished ; besides the man who had fallen overboard, and both the boats were lost. It appears that the *Ariadne* was not provided with a life-boat, and that up to the present time the Admiralty have left it optional with the captain of any ship whether to have one or not. So long as such is the rule, we fear that many captains will decide on dispensing with them.

The reasons for their doing so are :—

1st.—That life-boats are necessarily heavier than ordinary boats of similar size.

2nd.—That much of the space within them being occupied by the air compartments which make them insubmersible and less easy to upset than other boats, they have less space disposable for the stowage of cargo.

3rd.—That accidents to the boats of ships of war are of unfrequent occurrence, and that therefore it may not seem worth while to sustain a permanent inconvenience to meet an evil which rarely happens.

Before entering on the question as to the description of life-boats which we may think preferable, we will remark on the above objections :—

1st.—Increased weight.

The increase need not be great, as the material of the air compartments or cases can be of the lightest description consistent with strength. In an undermanned merchant vessel, this increase of weight, however slight, might be of some consequence ; but in a ship of war where there are always a much larger number of men on deck, and available than are required to hoist up a quarter-boat it would not not be worth consideration, and it would only be further requisite to make the davits and their fittings, and the hoisting up and lowering gear stronger in proportion, which would constitute no difficulty whatever.

2nd.—Stowage room.

Undoubtedly a life-boat should not be used as a cargo boat, but

beyond the conveyance of fresh beef and vegetables, there can be little need for either of the cutters or other quarter boats of a frigate to carry cargo, and one or both of those boats might be efficient life-boats.

It is, however, most important that the stowage for passengers should not be diminished in any of the boats of a ship of war. But on that head a suitable ship's life-boat has a positive advantage since the air compartments forming its extra or surplus buoyancy, form seats entirely round the boat which has thus much more sitting accommodation than any ordinary boat of the same size can have, which is an advantage, in our opinion, of a very important character.

8rd.—Unfrequency of accidents to the boats of ships of war.

Undoubtedly in time of peace such accidents are not of frequent occurrence. They would however be more so in time of war, when it would likewise be often most important to have at least one boat in every ship capable of going through a moderate surf or of proceeding to other ships through a heavy sea, without serious risk to those on board them. The upsetting of a man-of-war's boat in attempting to cross the bar off Kiel, during the war with Russia in 1854-5, when Capt. John Foote, R.N., commanding one of the ships of the fleet, was drowned together with some of the men, may be quoted as an illustration of this need. Having reference, however, to times of peace only, there are probably few ships which have passed through the usual period of three year's service without having had to regret the loss of one or more men by falling overboard at sea, and we consider it an imperative duty to every seaman who is sent aloft at sea that there should be all available means provided by the country for his safety, in the event of his falling overboard ; and that it is an equally imperative duty to provide the same for the officers and men who as in the case of those on board the *Ariadne*, might be required to proceed to his aid.

We are of opinion therefore that it should not be optional with the captain of a ship of war to carry a life-boat or not to do so ; but that every such vessel should be provided with one ; and that all ships of the class of corvettes and upwards should carry two, hoisted to davits, one on each side of the ship, so that on whichever tack she might be, there would always be one on the lee side ready for instant use.

We regret to find that the commission since appointed by the Admiralty to enquire into the subject of life-boats, &c., and the boat lowering apparatus, have reported that they consider the ordinary boats supplied to ships of war are sufficient and that no life-boats are required ; while owing to the few accidents that have occurred to boats in the act of lowering them from davits, they consider also that the ordinary tackles hitherto in use are all that is requisite.

We cannot but think that the members of the commission must have forgotten the loss of Capt. Foote, and his boats crew above referred to, and that they did not sufficiently bear in mind the importance in time of war of being able to communicate safely with the shore at all times and of safe intercommunication between the ships of a fleet.

On carefully reading the evidence given by the various naval officers before the commission, we observe that whilst it is generally admitted by them that it would be an advantage to have a life-boat or other boats capable of encountering a surf or a heavy sea, they uniformly object to have one in lieu of any of the ordinary boats now supplied to ships of war, but consider that such a boat should be an extra one. They come to this conclusion from the belief that none of the present boats could be spared from the general use of the ship, whilst they are under the apprehension that a life-boat must necessarily be unfitted for such use. It was also considered by some of them that a cork belt outside, or more or less cork stowed inside a boat under the thwarts would be desirable.

Now, we feel convinced that these difficulties may be easily met. There is however but one mode of giving a boat sufficient extra buoyancy to make her a serviceable life-boat, viz., by placing within her a large amount of enclosed air in perfectly water-tight cases, and by its distribution of the same in such a manner that it shall not only provide the requisite buoyant property, but greatly add to her stability and consequent safety.

It appears to have been the opinion of the commissioners and of the officers examined by them, that it is sufficient to make a boat insubmersible; we contend however, that as boats worthy of the name of a life-boat unless she will float high enough after being filled by a sea, to be manageable, which a boat that is submerged to the level of her thwarts with her gunwale assistance only five or six inches above the level of the sea, cannot be. Such a boat is, in fact, then nothing more than a large life-buoy. In even a moderate breeze every sea would break into her, and she would be very easily upset. It is, therefore, an illusion to suppose that the placing a little cork round the sides of a boat either inside or outside, will make her in any sense a life-boat. Some merchant vessels so-called life-boats are thus fitted, but they are life-boats only in name. Cork, in the life-boats of the National Life-boat Institution is used as ballast and is too heavy for other use.

Admitting, then, that enclosed air buoyancy as being the lightest material obtainable is the only suitable one, the questions follow: what should be its amount, and how should it be distributed?

Its amount should be the greatest possible, without interfering with

the use of the oars, and it should be distributed along the sides and the ends of a boat, where in the one case it will add to the lateral and the other to the longitudinal stability, for it follows that the buoyant or lifting property of the enclosed air on one side or at either end of a boat when submerged would powerfully tend to right her again; whilst if it is sufficient in amount by confining the water within the boat to its central part, it there acts rather as ballast instead of rushing from side to side with consequent loss of stability and steadiness.

To effect this important object, we consider that the side air cases should extend from the floor to the thwarts exactly conforming with the shape of the boat's side to the thwart level, and equal in width on each side to one-eighth, or together to one-fourth the width of the boat; the inner sides being perpendicular to check the rushing of the water from side to side with every motion of the boat. Also that the end air-enclosures should be each equal to one-eighth or together to one-fourth the length of the boat. These proportions have indeed been tried and found to give in a high degree the qualities of extra or reserve buoyancy, stability, and steadiness after the admission of water to the outside level.

It may be thought by some that so large an amount of enclosed air space at the sides of a boat would seriously interfere with the free use of the oars and with stowage room. It will be found, however, on trial that in a double banked boat where the rowers sit close together in the central line of the boat such is not the case, and the less will it be so if the upper inner angle of the side air-cases is cut off to allow the greater depression of the looms of the oars to raise the blade above the sea.

In a single banked boat there would be more inconvenience because the rowers have to sit nearer the boat's sides; but for that reason we think all life-boats should when practicable be double banked. Passengers can also be stowed more conveniently in such boats than in single banked ones, as they can sit round the sides on the air-cases and thwarts without being in the way of the rowers.

As regards the stowage of cargo as above stated, the two functions are incompatible with each other; but if a ship's cutters are required to carry cargoes other than human when in harbour, the side air-cases which should all be portable can be so fitted that they can be shipped and unshipped in a few minutes, and they could therefore be readily taken out and stowed below on board the ship when in harbour and be replaced in the boat on going to sea. This is the only way of effectually meeting the difficulty, for as regards the amount of enclosed air space there can be no compromise since in exact ratio to its increase is the water space

decreased, and in the same ratio will the boat be lightened and become manageable after being filled by a sea.

Another essential property in any life-boat worthy of the name is self relief of water to the outside level. Two holes in the boat's floor of three inches diameter, fitted with water-tight plugs would suffice to quickly lower the water in the boat to the outside level after shipping a heavy sea or seas, when the remainder after bringing the boat's head to sea could be baled out by a bucket, which should be a part of the furniture of every boat.

Let the Admiralty, however, cause a ship's cutter without any alteration in the present model (although such boats would be better sea boats with round or pointed instead of square stern, a couple of feet being added to their length) to be fitted with portable air-cases such as above described, and then properly tested, when the advantages we have delineated will be at once apparent.

In concluding these remarks we cannot but express our regret, and we feel assured that our readers will concur with us in that regret, that the commissioners should have interrogated parties unconnected with the National Life-boat Institution as to the qualification of its life-boats, which led to replies more or less depreciatory of them, representing them as incapable of rowing to windward against even a moderate wind ; a defect which if it were correct, would altogether disqualify them for the work they are expressly provided to do.

It is true that their continual success over a long period of years, and their very few failures to reach wrecked vessels, even in the face of adverse gales, entirely refute such an opinion respecting them ; yet no person connected with the Institution was examined by the commissioners, and no opportunity was afforded to its officers to bring forward evidence in proof of the efficiency of its boats.

ROYAL DEE YACHT CLUB MATCHES.

[We regret we have accidentally omitted this club's doings, and beg to apologize to its members; as our Magazine is intended for future reference, we now insert their matches, and have taken the liberty of extracting them from the *Field*.]

The channel match which was to have been sailed on Saturday, June 24th, was postponed on account of the weather, took place on Monday, June 26th. The match was for yachts of 10 tons and under, and the first prize was a claret jug, value £25, given by Albert Wood, Esq.

owner of the yacht *Cambria*, and commodore of the club, with a second value £10, given by the club. The following were the entries:—

Numbered as in Hunt's Universal Yacht List for 1872:

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1640	Pastime.....	cutter	10	J. St. Clare Byrne, Esq.	Dickinson
460	Elaine.....	cutter	10	J. Leitch, Esq.	Dickinson
1498	Naiad.....	cutter	10	T. A. R. Littledale, Esq.	Dickinson
1486	Mystic	cutter	10	T. H. Ismay, Esq.	Hatcher
267	Cloud	cutter	10	T. R. Bulley, Esq.	
	Mabel.....	cutter	9	W. S. Kelly, Esq.	
	Wonderful.....	cutter	8	F. Wall, Esq.	
296	Coral.....	cutter	10	H. L. Bower, Esq.	Fife

The course was from the Soyne, in the Mersey, to Llandudno, and the yachts were accompanied by the *Cambria*, with the commodore on board, and the steamer *Despatch* with a party of ladies and gentlemen. At 1h. 24m. a gun was fired from the *Cambria* as a signal for starting.

The *Mabel*, *Pastime*, *Mystic*, *Coral*, and *Cloud* got off well together. but the *Wonderful* lost 2m. 30s., *Naiad* 2m. 35s., and *Elaine* 3m. 30s. at starting: 1h. 30s. Commodore on board his flag-ship, the celebrated *Cambria*, under head sails, followed the little fleet. The wind was almost due south, and in sufficient force, for at 1h. 55m. the *Wonderful's* topmast was whipped out of her, but she pluckily stuck to the match. 2h. 15m., all gybed, and with booms over their starboard quarters, lay down in their long reach to the Welsh coast, leaving the *Cambria* fast. 2h. 25m. *Cambria* set mainsail. 2h. 30m., met *Pastime* returning with jaws of her gaff gone. 2h. 55m., passed Crosby Light-ship; south wind and rain. 3h. 15m., off No. 2 buoy, Queen's Channel, passed *Mabel* with jib-headed topsail set. 3h. 20m., the fleet were off the Pillar Buoy, passing it at:—*Mystic* 3h. 20m. 30s., *Cloud* 3h. 20m. 35s., *Coral* 3h. 21m. 35s., *Wonderful* 3h. 21m. 45s., *Naiad* 3h. 21m. 47s., *Elaine* 3h. 22m. 19s., *Mabel* 3h. 24m. 35s.

The latter stuck to her topsail, the rest dowsing topsails and topmasts. Hauling closer to the wind, and meeting some lumpy water, the best part of the day's sailing took place, and had all steered a similar course the race would have had additional interest. As it was, all seemed to select a different course; the *Elaine*, going more direct for the bay, was taking a course to leeward of the rest, but still well to windward of the points to be reached. The further they proceeded the wider they spread. 3h. 45m., *Cambria* hove-to off the North-west Light-ship, whilst they rounded at:—*Elaine* 3h. 53m. 0s., *Naiad* 3h. 54m. 0s., *Mystic* 3h. 54m. 30s., *Wonderful* 3h. 54m. 50s., *Cloud* 3h. 55m. 30s., *Coral* 3h. 57m. 30s., *Mabel* 3h. 58m. 30s.

Naiad lost main halyard block and mainsail came down, and was thus delayed. Mystic, Wonderful, and Cloud were far to windward of their course. At 4h. 10m., Wonderful passed Mystic, and seemed ahead of Naiad, thus taking second place.

Getting into smoother water, and the wind lightening, all re-set top-sails, and on some jib topsails were hoisted, Wonderful getting up something as a substitute for her lost topmast, on which she managed to set a jib topsail, but could not set any gaff topsail, reducing her speed accordingly.

Eyes to leeward on board Cambria saw a shift of wind to the W.N.W., and at 5h. p.m. the cry, "Ship's about," was sung out for'ard as the ship's head was brought round on the other tack. This shift placed Elaine then well ahead, and shaping a good course to windward of all but Cambria. It came down cold, raw, and damp, in complete contrast to the hot, south wind. Thunder was heard on shore, and soon after a heavy and continuous downpour of rain closed the scene for a time. After the rain the wind fell very light, and the Cambria's kedge was let go just outside Llandudno Bay for the yachts to round, which they did in the following order:—

	h.	m.	s.		h.	m.	s.		h.	m.	s.
Elaine.....	6	53	10	Wonderful	7	21	5	Coral (about) ...	7	29	20
Cloud	7	15	3	Mystic.....	7	25	51	Mabel.....	7	40	0

The wind falling lighter as each successive yacht crept in. Thus ended the first channel match of the Royal Dee Yacht Club, and Commodore Wood and his officers may be congratulated on its success. A few more such annual matches will put this old club to the fore again, and tend to stir up any dormant yachting enterprise that may want encouragement on the river Dee and adjacent waters.

The steamer Despatch, supplied with a stout awning, a good band, and amply stored, with a large number of members and ladies, left Liverpool at 1h. 30m. p.m., and taking a short cut through the Rock and Horse Channels, met and accompanied the yachts off the Bell Beacon and North-west Light-ship. The interest of the race lessening, she proceeded to Llandudno, landed some of her fair freight for a fashionable promenade amongst the many fashionables there, and after witnessing the yachts arriving returned to Liverpool. Dancing and music enlivened the time, and the company were landed shortly after 10h. 30m. p.m., well gratified with their pleasant excursion, marred only by the downpour off St. Orme's Head. There is often a drawback to the pleasantest scenes, and a protest is certainly one after a good long struggle. It was not failing now, for the Wonderful lodged one against the Elaine, though probably not injured one second of time by

what might have been accident or inadvertence, for the amateur helmsman was not at all aware that he did what he was accused of having done, indeed, stoutly denied he had so done, but which, unfortunately for the owner of the Elaine, was held by the presiding authorities—competent judges, after examining witnesses—to be sufficient to deprive him of his well-earned, and, as far as superiority of handling, selection of course, and speed is concerned, very decided victory, she being more than 24m. ahead of the next yacht, and nearly 28m. ahead of the third, the Wonderful, whose representative owner protested. The Elaine being thus most unfortunately disqualified, she forfeits her prize, the Commodore's gift, the Cloud taking it; and the Wonderful taking the club prize, which to her owner will be a memorable one, and well-earned, from the plucky manner in which she sailed minus topmast. The only lasting regret is that she should have to win it by a protest.

The sailing match of the regatta of this club was held on Saturday, August 31st, for the third class of yachts, under most favourable circumstances, from the station at Hilbre Island, at the entrance of the River Dee. There was much wind and sea during the morning in the river, retarding the boats and company some time; but the day was fine, and settled down to a good stiff breeze from the N.N.W., and the afternoon was all that could be desired for yacht sailing. The day's proceedings were under the direction of the vice-commodore of the club, assisted by several members of the sailing committee. The steamer Despatch, with a party of members and their friends, arrived from Liverpool to witness the day's amusement, and accompanied the yachts round the course, which was from Hilbre Island, down the Channel and round the North-west Light-ship, and back to the island. Parties of ladies and gentlemen were on the island, which commands a fine view and of the yachts and course run over. The start was effected by the usual signals and a gun at 2h. 40m., when the Elaine and Naiad, having the most westerly stations, were the first to cant round towards West Hoyle, closely followed by the Cloud and Pastime; the Coral and Mystic, being more to leeward, were a little after. The yachts proceeded down the Channel with good speed on the last of the ebb tide, and, after some good sailing and change of positions, rounded the light-ship, and came back on the early flood with full sail set before the wind until approaching the island, when the Channel required them to be more on a wind, so they took in their spinnakers. The arrival at flag-boat, just off the island, was as follows:—Cloud 5h. 33m. 0s., Elaine 5h. 34m. 0s., Pastime 5h. 37m. 0s., Naiad 5h. 38m. 0s., Mystic 5h. 40m. 30s., Coral 5h. 43m. 0s.

The Cloud thus gained the first prize, a handsome silver salver of £15 15s. value, and the Elaine winning the second prize, a silver fish knife and fork, value £7 7s. The Wonderful unfortunately took the ground coming from Liverpool, and was thrown out of the contest. It is not possible to have a better or more quiet course for yacht sailing than this, as you are immediately clear of banks and at sea, and no land to baffle the wind. Shortly after the race the steamer proceeded to Liverpool, and the company from the island embarked in the boats, consisting of members and their friends, including many ladies, and sailed up the Dee with the flood tide, and landed at the Marine Station, Park Gate, a little before 8h. p.m.

ANCHOR SHOT AS AIDS TO LAUNCHING LIFE-BOATS.

In the year 1845 it was first proposed to throw an anchor or grapnel from a mortar, with a line attached to it, for the purpose of hauling boats afloat through a surf. In that year, a Mr. Offord, of Great Yarmouth, designed a grapnel, with five or six flukes or arms, for that purpose, and in the following year Capt. Jerningham, R.N., now Admiral Jerningham, and the Inspecting Commander of Coastguard at Great Yarmouth, designed a folding anchor. Each of these instruments weighed about 45lbs., and was fitted to be fired from one of Capt. Manby's brass 5½-inch mortars with a charge of from 8 to 12 ounces of powder, and carrying a 1½-inch Manilla line.

The anchor and grapnel were both tried at Woolwich in March, 1846, by the Royal Artillery there, when a maximum range of 170 yards was attained by each. Capt. Jerningham's anchor had, however, on a previous occasion under his own superintendence, ranged to 210 yards. Further trials of both were made on the coast in 1852, but it was not considered that they had either of them, sufficient holding power, or that they carried lines of sufficient strength to be dependent on for hauling a life-boat through a high surf; and it is evident that if there should be any uncertainty as to the holding power of an anchor at the supreme moment of launching, such an instrument would be worse than useless: it would be like the broken bow in the hand of the hunter, or as the rotten staff in that of the pilgrim, which would fail them in the hour of need.

Nevertheless, if any real want had been felt for such a contrivance, no doubt further experiments would have been made, and larger anchors from larger mortars would have been tried, possibly if no improvement had taken place in the life-boat carriage of that day the want would have been felt; the requirement being to launch a life-boat at once afloat without her keel coming in contact with the ground, and with sufficient impetus to enable her to be got under command with oars or sails before being thrown back, broadside on, to the beach, which result is nearly certain to follow any attempt to launch through a high surf without extraneous aid.

At an early period, however, we learn that the attention of the National Life-boat Institution was turned to the improvement of its life-boat carriages, and no pains or expense were spared to make them as efficient as possible, not only for transport, but as a means of launching the boat safely, quickly, and effectually. Those results were at an early period attained, and the carriage then adopted—and still in use—under proper management, answers every purpose. It has only to be either drawn into the water by horses or pushed into it by men, sufficiently far to insure the floating of the boat on leaving it, her bow being at the same time pointed at a right angle to the advancing waves, and her crew being seated in her with their oars in hand. She is then run with rapidity into the sea by means of self-detaching ropes, which are worked by people or horses on the shore, and is thus at once got under command. At the greater number of places where life-boats are stationed the shore is flat, and where it is so this plan is found sufficient; but where a beach is steep and the sea very heavy, a hauling-off rope is undoubtedly often an advantage.

At most of such localities, however, we find that a larger class of life-boat is stationed, which boats are unprovided with carriages, and at which places permanent warps, either double or single, are provided, the former being rove through a block attached to a buoy moored at a sufficient distance from the shore, and the latter attached to an anchor. These warps are kept out through the winter months and taken in during the summer.

Another mode of giving a boat this first necessary impetus is by means of either one or two long poles, called "sets," from 35ft. to 50ft. long, with an iron fork at one end, which being placed against the stern post of the boat or near it, and pushed by persons on the shore, are often very effective.

By one or other of these methods we understand that the life-boats of the National Life-boat Institution have been safely and effectually launched during the twenty years of their existence, whilst the occasions of their failure to do so have been so rare as not to be worth consideration. The want, therefore, of any such further means as a locomotive apparatus to accompany boats conveyed by land on their transporting carriages away from the neighbourhood of their own stations, has not been felt, and the committee of the Institution have not thought it necessary to experimentalize with a costly apparatus attended with other serious disadvantages.

Nevertheless, the Institution and its officers have of late been called seriously to account by inexperienced persons, many of whom have probably never even seen a life-boat launched to go to a wreck, for not adopting or making trial of a modification of the anchor and grapnel of Capt. Jerningham and Mr. Offord, designed a few years since by a Mr. J. B. Rogers.

The leading distinction between their plan and his is, that theirs only threw a single line, by which the crew of the life-boat had to haul themselves afloat, whereas his, as now proposed, has a block attached to the anchor and thereby carries a small double line ready rove through the block, by which a larger line can be then rove, and the boat be hauled off by persons on the shore without the aid of the crew of the boat.

Although, however, the throwing a small double line with the power of replacing it by a stouter one is a great improvement on those which only carried out a single one, there would be serious inconveniences in its adoption, and the need of any such aid has not been sufficiently felt to induce the committee of the Institution to incur them. These inconveniences may be briefly described as follows :—

1st.—The apparatus, including a cart for its transport and a small house in which to keep it, would cost at least £150, which would be a very serious expense to add to that of each of the 233 life-boat establishments of the Institution.

2nd.—It would require horse power to transport it to the neighbourhood of wrecks, whilst it is often difficult to procure enough to draw the life-boat on its carriage.

3rd.—Delay would be occasioned both by the transport of the apparatus and the time occupied in loading and firing it, whilst it is questionable if the life-boatmen would in general have patience to await the operations.

4th.—As the life-boatmen at nearly all the stations are fishermen, hovellers, pilots, or the owners of pleasure-boats, who are wholly unaccustomed to the use of guns and gunpowder, and the services of coastguardmen are rarely available, they having their own duties to attend to on occasion of wrecks, it has been thought that during the excitement which always prevails at such periods, and more especially in the night, accidents would be very likely to occur by its use.

5th.—That at most life-boat stations the shore being, as already stated, flat, the surf extends to several hundred yards from the shore, and all, therefore, that such an apparatus could do would be to haul a boat through the inner and lesser surf and leave the real difficulty to be still contended with, viz., the greater surf, breaking in deeper water which will often at one blow hurl three or four tons of water into a life-boat, and not only stop its progress, but carry it far backwards before its irresistible front.

6th.—Owing to the different nature of the ground in different localities, and sometimes in the same locality, there would always be some uncertainty as to the anchor holding, the disadvantage of which defect we have already referred to.

But the want of such an apparatus has not been seriously felt, and surely those who are most interested in pursuing their work with success, whatever it may be, should be allowed to be the best judges of what they require.

BLACKPOOL REGATTA.

THIS annul regatta took place on Thursday, August 15th. The weather was splendid, but rather hazy in the offing, and there was a fair breeze. An immense number of visitors from many parts of Lancashire, Yorkshire, and the adjacent counties assembled to witness the various events, which were contested without any accident, the regatta proving a great success. The

following were the principal events :—Blackpool Cup, for yachts not exceeding 25 tons, first prize £29 cup, second prize £11 cup. The following started:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1098	Lizzie.....	cutter	20	C. H. Coddington, Esq.	Hatcher
827	Hecate	cutter	20	J. B. Huntington, Esq.	Byrne
1984	Shadow	cutter	20	D. MacIver, Esq.	

The course was from the flag-ship moored between the piers round a boat three miles south-west to another boat four miles N.N.W. ; from thence round Nelson Buoy, No. 1 buoy opposite the estuary of the Ribble, and back to the flag-ship, a distance of twenty-eight miles. Hecate got away first and maintained her lead to the south-west flag-boat, followed by Shadow and Lizzie. As soon as the flag-boat was rounded spinnakers were set, but for some unaccountable reason Hecate did not get hers out, and was passed by Shadow and Lizzie, the latter taking the lead and maintaining it, as far as could be seen through the mist, till the finish. The start was at noon, and the yachts passed the flag-ship as follows:—

	h. m. s.	|		h. m. s.	|		h. m. s.
Lizzie.....	2 52 49	|	Shadow	2 55 5	|	Hecate.....	2 59 36

The second event was the Visitors' Cup, for yachts not exceeding 15 tons, time race, 45secs. per ton of difference ; first prize £18 cup, second prize £6 cup. The following entered :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1780	Queen.....	cutter	15	J. E. Anderson, Esq.	Hatcher
	Annie	cutter	11	T. H. Miller, Esq.	Dickinson
	Wonderful	yawl	8	F. Wall, Esq.	
460	Elaine	cutter	10	J. Leitch, Esq.	

All started but Elaine, which had been detained at Caernarvon ; and we may here notice the short-sightedness of our Welsh neighbours in fixing the Beaumaris the day before, and the Caernarvon Regatta the day after the Blackpool Regatta, thus preventing the yachts in one regatta attending the other—a manifest loss to the three events. The start was made at 12h. 28m. p.m., Annie taking the lead and working very well, Wonderful next, and Queen last. Queen had to make several attempts to make her topsail set, and it was only when she did so that she passed the Wonderful, which was not sailing in anything like her usual style. From the north-west flag-boat to Nelson Buoy there was an exciting race between Annie and Queen, Wonderful being a long way astern. At about half the distance the Queen passed Annie, and maintained the lead, though a trifling one, to the finish.

The thick mist caused the yachts to go rather wide of No. 1 buoy, but no material alteration could be noticed in the relative positions of the contesting craft, which passed the flag-boat as under:—

	h. m. s.		h. m. s.		h. m. s.
Queen	3 54 43	Annie	3 57 1	Wonderful.....	4 6 46

As the Queen had to allow the Annie 3m., the latter became entitled to the prize, having 42secs. to spare.

The third event was for yachts not exceeding 7 tons; time race, 90secs. per ton of difference; prize £8. The following were entered, and all started at 1h. 7h. The Spray acted as flag-ship:—Pet, cutter, 4 tons, Alfred Pooley, Esq.; Ivory Gull, cutter, 7 tons, W. P. Miller, Esq.; Kate, cutter, 5 tons, Colin Napier, Esq.; Wirral, sloop, 4 tons, Rear-Com. R.Y.M.C. The course for the small fry as shortened by taking the Nelson Buoy out of it. Pet and Wirral stood to westward in order to weather No. 1 buoy, while Ivory Gull and Kate stood in towards the land. Ivory Gull first passed the buoy, and got out her spinnaker for a run home, but it sat very badly, and seemed to do her more harm than good, as she was soon passed by Pet, which came in first and won. The following are the hours at which they passed the flag-ship:—Pet 4h. 3m. 18s., Ivory Gull 4h. 4m. 14s., Wirral 4h. 5m. 38s., Kate 4h. 6m. 3s. Boat races and other aquatic sports also took place.—*Field*.

ROYAL NORTHERN YACHT CLUB MATCH.

On Friday, September 13th, the Royal Northern Yacht Club closed its season by the usual cruise, the interest of which was heightened by a handicap match for a piece of plate presented by one of the members. The start was from Rothesay Bay, and the rendezvous was Blackfarland instead of Brodick Bay, usually chosen. The weather, very boisterous and uncertain, showed little improvement on Friday morning, and during the forenoon it rained and blew heavily. The bay looked dismal enough, notwithstanding a considerable fleet of fine vessels assembled there. About 1h. p.m. the Valetta, followed by Varina and Amy, steamed out of the bay, and with the starting gun the fleet of larger yachts jibed booms and reached across for Bognay. As usual, the Fiery Cross slipped away with the lead, followed by Amadine, Persis, Blue Bell, Lufra, Storm Finch, Maria, and Vega. The Cross had single reefs in mainsail, forsail, and staysail, and carried second jib. The other schooners were similarly snugged except the Blue Bell, which carried full lower canvas. The Lufra had her lower canvas set with first jib.

With the wind at west and going north, the yachts fetched along the Bute shore, with an occasional luff up in the gusts. The Cross, going at her best point, kept the lead as far as Mountstuart, with the big Lufra coming down upon her, and taking in craft after craft. The Lufra, reaching by to leeward, handsomely showed uncommon speed, and went away with the lead. The

Blue Bell followed, weathering the Cross and threatening to close on the Lufra if the wind went higher. The unmistakable canvas of the Oimara had been showing outside the Cumbræ Heads on her way home from England, and abreast of Kilchattan she ran in among the steamers, hauled her wind and followed the Commodore. Under lower canvas the big cutter reached down the land and opened the head with enough of wind to keep the steamers company. The Lufra and Blue Bell both opened out, with the wind threatening north-west, and stood off to fetch up the land without a tack. With the flood tide both yachts seemed to overreach their distance, but the wind getting lighter and shifty they had, along with Oimara, to make one or two short boards before catching the Inch. The Persis, with the wind to suit her, was showing some excellent sailing. Before opening out the Head she had been weathered by the Blue Bell, and again managed to weather the big schooner. Outside the Head she got the wind steady for a bare fetch up to the Inch, and, along with the Cross, managed to do it without a tack. Both schooners were going famously, and Persis sailing with that wicked gripe to windward which can shorten the lead of the Egeria in smooth water. The Oimara, with the windsome lighter, fetched up to the Sound first, and with sheets slightly eased, lay right up the Kerry Kyle. The Lufra and Blue Bell were astern, the latter, notwithstanding some baffling, going along splendidly. The Persis and Cross followed into the Sound, with the wind freshening and promising a blow. Opening the north end of Inch Marnock, the cruisers caught a swinging fetch out of Kilbrannan Sound, with a rattle of wind that laid them into the rail. The big Oimara had only got what she wanted, the Lufra had hardly enough, and the Blue Bell had what sailed her very well. The Persis, with housed topmasts and canvas for the wind, was still showing the Cross the way; but the little schooner, with her lee gig level with the sea, was only giving her big antagonists the road inch by inch. Fife was aboard the Cross, and Will Jameson was showing him how to sail her. In the smooth water the stately Oimara and Lufra seemed hardly to feel the breeze as they jibed round to take their berths, and the Blue Bell, like "a tall admiral," lowered foresails and swept into the anchorage. The Persis came round the Farland in a blast and thick shower, looking like the craft that half a century ago would have set "stunsails" in a twinkling over an Indiaman. The Maria, with snug canvas, was doing a great deal better than she does with her whole cloth, and had a match with the Vega (yaw!), which goes to windward wonderfully. But both vessels lost considerably by going outside the Inch. The rest of the fleet chose the narrow waters of the Kyle, and having the shorter passage, were first at Blackfarland. The Zampa, with trysail, got off with a good lead, followed by Cygnet, Zeta, Leander, Avon, and some others. Leander had a very small trysail, and sailed with it so fast that the huge canvas of her mainsail seems to be a mistake, unless for very fine weather. This cutter, having come to grief last cruise through collision with a coaster, was rather vengefully run at by an innocent gabbart on the wrong tack. The poor men, by their desperate hurry, evidently considered themselves

in jeopardy. The Zeta, with a double reef down, had it into the cockpit in some of the heavier gusts, but was going along very fast. The Cygnet was showing uncommon speed in the smooth water, and carrying her canvas like a house. The Avon, with very snug sail, was picking up the others, but could not weather Zampa before the anchorage was reached. The weather in the Kyles might be described as lashing rain and gusty squalls, clearing up when the Burnt Islands had been weathered. One moment the yachts were on even keel, and the next into the rail, leaving the yachtsmen to find "that only the wicked walk on slippery places." With sou'-westers, oil-skins, and sea-boots, the yachtsmen might have been mistaken for stage pirates with Mr. Robertson's steamer Jessie, and the old revenue cutter Racer, astern, in pursuit. But a pleasant explanation was produced when the cutter let go among the craft, and the Cumberland boys' band was observed on board. When the darkness set in and the anchor lamps had converted the bay into a lighted street, the Racer's gig came round for the lights for the use of the band. When the deck of the cutter had been lighted up, an excellent serenade was enjoyed by the crews of the surrounding yachts.

The huge spars of the larger craft, magnified by the darkness and the sombre hulls, broken by the cabin lights, gave a mystery to the miniature Armada. The anchorage, with its background of hills, hid out the strength of the fleet, and the score of vessels might have been mistaken for a flotilla. With the night the wind freshened up to north, and came away strong enough to clear the sky for a splendid morning.

On Saturday, September 14th, the cup presented to the Royal Northern Yacht Club for competition at the closing cruise by T. Houldsworth, Esq., owner of the Garrion, was sailed for at Blackfarland. The wild weather of the previous day led to some expectation that the race would be one of the most exciting sailed this season, and that the entries would include the more powerful vessels at the anchorage. The morning broke magnificently, the wind at north-west, with hardly a patch of cloud in the sky. Blue "saars" were cutting the shadows of the hills, and the yachts were toiling between tide and wind. The sunlight was rather strong for "a hairst day," but it was hopeful to see the blink amid rainy deluges. Down the Kerry Kyle the overripe corn was being cut into by anxious shearers; and the black nets swinging in the wind showed that the fishermen were at hopeful work. The Commadore's flag was run up, and a gun fired to wake lazy sleepers.

Wet canvas was unstopped, the mainsails of the Blue Bell, Lufra, and Oimara were set up, with the rest following. The smoke of fore-castle fires softened the lines of the canvas, and the sunlight playing through the glens of Bute struck curious lines upon the whitening sails. The grey rocks, sails, and smoke falling among the black shadows of the hulls, completed pictures not transferable, but which fascinated the eye from every point. The Garrion was wanted to complete the fleet, and get a cheer for her own victory and her owner's kindness, but the expected presence of Mr. Thomas Houldsworth lessened the regret.

With the soft wind, the smaller craft were looked on as the lucky boats,

but the breeze was strengthening, and the big boats might have their chance. With the morning, uncertainties were removed as racing flags were cautiously sent up, and the club's burgee flown over the yachts out of the contest. The Fiery Cross was run up, followed by the red and white of the Avon and the yellow cross of Leander. The Zampa's blue and yellow was fluttering, and the gold star and crescent of the Vega was flying. With something like a cheer, the Zeta's white and blue blew out, showing that her owner was not all afraid of the big ones. The prizes to be contended for were for a cup, value £25, and second prize of £5, presented by T. Houldsworth, Esq., for yachts belonging to the club, of any rig. The allowance was ordinary time. The entries were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
604	Fiery Cross	schooner	52	J. Stirling, Esq.	Fife
106	Avon	cutter	30	A. Sword, Esq.	Fife
2641	Zampa.....	cutter	20	J. M. Forrester, Esq.	Connell
1046	Leander	cutter	20	J. Reid, Esq.	Reid & Co.
2679	Zeta.....	cutter	10	J. R. Rainey, Esq.	
2460	Vega.....	yawl	40	Sir W. Brown	Nicholson

The course was from Blackfarland, round Inch Marnoch and Skate Island, and back to Blackfarland—about 30 miles. Started about 11h. 15m.

The Zampa, with new mainsail, large topsail, and first jib, went off with the lead, with Leander, and Cross to leeward. The Avon, astern of Zampa, had Zeta and Vega to leeward. With the wind drawing off the Kerry land, and puffy the Cross went round the Farland with sheets checked away, followed by Zampa, Leander, Vega, Avon, and Zeta, the latter lying close down the west shore, in some hope of finding a weather berth with a check of wind. The Cross kept her lead, but with the wind softening and blowing for a dead run, she could not improve her place. The Leander luffed across the stern of Zampa, and tried to frighten the others out of their course with the discordant playing of an amateur fiddler. This led to energetic remonstrances, and the Avon drifted down among the "roaring twenties" instead of the "roaring forties," which would have been most acceptable to the big cutter. Off the Blind Man's Bay, Leander was groping a way to the front with the shifty puffs astern. Fife aboard of the Cross was a counterpoise to the experienced navigators astern, but goosewings were of no use with the wind flying about. Leander ran past the schooner, with Avon heading on the other side, and Zampa slipped past after some coaxing.

The "Inch" was deemed rather a significant destination after the hilaric evening spent at the anchorage, and, in fact, some of the crews seemed rather anxious to get ashore as the corners were cut off, but without disaster ; the Leander's boom was got aboard for the haul up to the Inch, followed by Avon, Zampa, Cross, Zeta, and Vega. With the wind north-west, Leander fetched well over to windward of the Cock of Arran, with Avon

short way astern on weather quarter, Zampa astern, but in Avon's wake, and Fiery Cross fetching across, but going to leeward in the paltry wind. The Leander was stayed for the Kerry shore, fetching Lamont House. The Avon went about in her wake, but was making little of her. The Zampa kept her tack unbroken till Kilbrannan Sound was well opened, and, with the wind failing, seemed to be quite out of the race. The Cross, staying for Laird Lamont's Point, had Zeta astern, and Vega well off on weather quarter. Staying off the Point, the Cross fetched up the shore, nearly lying course for the Skate, and was in the way for a lift. The Leander, looking winning boat, was going along fast with a very large topsail sitting beautifully. She weathered a good bit on Cross, and was leaving the Avon sadly humbugged with a bad mainsail and smaller jib than she could carry. Presently a westerly breeze lifted the cruising craft up mid-channel, and the Avon, Leander, Cross, Vega, and Zeta were standing across Lochfyne with a nice breeze to catch the Slant. But Zampa had got her reward; catching the land at Skipness, she was going up the Cantyre coast with the breeze leading beautifully, heading the whole fleet by nearly a couple of miles, and looking the Skate without a board. Nothing could help the others unless it came away a proper reaching breeze, for the Cross to close up and over-carry the Vice-commodore. But the wind was keeping Zampa and Leander at their best, and was giving the others a lift, but nothing of consequence. The stronger wind hardly reached the Cross and Vega, and the latter got regularly tackled with the little Zeta in the light wind.

The Zampa had a short board off Salen Bay, and fetched round the Skate with the cup all safe. The Leander and Avon went round after, and the Cross, Vega, and Zeta fetched right up, close hauled, all without losing an inch. The turning time was about:—Zampa 2h. 55m. 0s., Leander 3h. 0m. 0s., Avon 3h. 3m. 0s., Fiery Cross 3h. 11m. 0s.

The Vega and Zeta gybed booms about the same time, considerably astern. The breeze kept soft to near the close—the Zampa running for Laird Lamont's Point without losing anything of her lead, with the rest keeping places astern. Hauled round the point, the Zampa got a lead right up to the Ferry House, with Leander racing at her heels. The wind freshened above the Carry, and the Avon got the only chance for closing up that she had had all day, but the race was already won. The yachts were timed:—

	h.	m.	s.		h.	m.	s.
Zampa	4	41	26	Avon	4	48	52
Leander	4	46	34	Fiery Cross	4	51	4

The Vega came in about 5h. 11m., and Zeta later, the latter sailing remarkably well throughout the day. The Zampa winning first prize was cheered very heavily by the fleet, and no owner could have been more welcome to the trophy than the Vice-commodore of the R.C.Y.C. "Fluke or no fluke," the Zampa was sailed to win, and that she was going splendidly her antagonists were only too willing to own. Mr. Reid, of course, carried off second prize for his lucky boat. The Amadine, Rear-commodore Mills, accompanied the match, along with Blue Bell, Lufta, Oimara, and the other yachts under weigh.

The Commodore was assisted by Mr. R. C. Mills, and Messrs. C. T. Cooper, H. H. Richardson, and H. Robertson, the Rear-commodore remaining to the close after the other officials had sailed, and Mr. Richardson kindly supplied the official time for the press. Among the loiterers in the Kyles were the usual "functionaries;" who took care of the bay for the night. The Dinorah and Vega yawls, Fiery Cross, and other craft, came through the Kyles for the Clyde, while a few yachts were beating up for the rendezvous.

The magnificent weather and the splendid spectacle of the race and yachts cruising, closes a yachting season on the Clyde every way eventful.

BRIGHTON REGATTA.

THE regatta of this club was held on Friday, the 23rd August, and the Vanguard won the prize given by J. Ashbury, Esq., for yachts under 100 tons.

Race, for schooners, cutters, and yawls not exceeding 100 tons, and not less than 10 tons; first prize, cup, value 75 guineas, presented by J. Ashbury, Esq.; second prize, cup value 40 guineas, presented by the town; third prize, cup, value 25 guineas, presented by J. Ashbury, Esq. The following started:

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rtg.	Tons.	Owners.	Builders.
2416	Vanguard	cutter	60	W. P. Miller, Esq.	Ratsey
1476	Myosotis	cutter	39	F. G. Freke, Esq.	Ratsey
857	Hirondelle	yawl	68	J. Graham, Esq.	Wanhill
247	Christabel.....	cutter	51	Col. Gourley, M.P.	Aldous
48	Amazon	cutter	46	Lord Louth	Harvey
1538	Niobe.....	cutter	40	A. Heymann, Esq.	Hatcher

The race concluded thus :—

	h. m. s.		h. m. s.		h. m. s.
Vanguard	4 44 38	Christabel	4 52 36	Amazon	5 4 19
Myosotis.....	4 56 14	Hirondelle	5 1 50	Niobe	5 12 51

The Vanguard took the first, the Myosotis the second, and the Christabel the third prize.

SOUTHEND REGATTA.

THE annual regatta at Southend took place on Friday, August 23rd. The principal event of the day was a yacht match for a handsome silver cup. The match was open to all England, for yachts under 21 tons, and the course extended over sixteen miles, the yachts starting from the end of the pier and proceeding round the Knock Buoy, the Swatch Buoy, and a boat moored off the Brickfields, again round Knock Buoy, finishing at a point

marked by a flag-boat moored off the pier. The competing yachts were the Arrow, J. Sparvel-Bayley, Esq.; Marguerite, C. Eltham, Esq.; Algerine, — Miller, Esq.; Violet, L. M. Iredale, Esq.; Dryad, T. Addison, Esq.; Bessie, H. N. Hewett, Esq. A flying start was made at a smart pace, the yachts hugging the shore somewhat closely with well-filled sails. The favourite, the Algerine, gradually obtained the lead, and the Knock Buoy was rounded as follows:—Algerine 1h. 37m. 30s., Arrow, 1h. 40m. 0s., Bessie 1h. 40m. 20s. Dryad 1h. 41m. 25s., Violet 1h. 44m. 0s., Marguerite 1h. 45m. 40s.

In the run to the Swatch buoy the Arrow gained on the Algerine, but the latter had improved her position again by the time that the Knock Buoy was again reached, when the first four yachts were timed thus:—Algerine 2h. 35m. 25s., Arrow 2h. 37m. 40s., Bessie 2h. 38m. 0s., Dryad 2h. 42m. 5s.

In the remainder of the course from the Knock Buoy to the finishing point a false move was made on the part of the Arrow, the result being that the Algerine obtained a still greater lead, while the Bessie worked into the second place. The match closed thus:—

	h. m. s.		h. m. s.		h. m. s.		
Algerine	2 56 32	|	Bessie	2 59 15	|	Arrow	2 59 45

PAIGNTON REGATTA.

THE regatta at Paignton was held on August 25th, and was carried out with much spirit. A prize was given for yachts of any recognised yacht club of 13 and not exceeding 25 tons. Time race, half-minute per ton. The following competed:—Lizzie, 20 tons, C. H. Coddington, Esq.; Vampire, 20 tons, J. Cuthbert, Esq.; Ildegonda, 15 tons, E. Langtry, Esq.; and Dudu, 15 tons, Major Grimston. The Heron, belonging to Mr. Donne, was also entered, but as there was no second prize did not start. The Dudu took the lead, but was passed by the Vampire, which then kept the lead. The Lizzie also passed the Dudu, and a close fight between the Ildegonda and Dudu afterwards took place. The yachts finished as follows:—Vampire 3h. 13m. 31s., Lizzie 3h. 22m. 35s., Dudu 3h. 25m. 50s., Ildegonda 3h. 24m. 34s.

A prize £10 for yachts of 10 tons and under belonging to any yacht club. First prize £7, second £5, third £3. Vespa, 10 tons, R. Boyle, Esq., and Swift, 8 tons, M. Strickland, Esq., competed; Swift led through the first round, but in the second from Torquay to the Brixham mark-boat, the Vespa overhauled her, but failed to keep her lead, and then came in as follows:—Swift 3h. 54m. 58s., Vespa 4h. 0m. 25s. A prize of £7 for pleasure boats of Paignton was won by the Otter, beating Surprise and Mary Elizabeth.

LYME REGIS REGATTA.

THIS regatta took place on August 20th, when a purse of £20 was given for yachts not exceeding 15 tons; time allowance, 30 secs. per ton. First prize £15, second £5. The only entries were the Buccaneer, cutter,

14 tons, Capt. Bayly, and the *Talisman*, schooner, 13½ tons, G. T. Talbot, Esq. They started at 12h. 30m., and completed the final round thus:—
Buccaneer 1h. 59m. 0s., *Talisman* 2h. 1m. 13s.

THE YARMOUTH ROADS REGATTA

Took place on September 3rd, the first event was to be sailed for by yachts of any rig not exceeding 30 tons. First prize £25, second £15, third £5. The first vessel within time of her rig to receive £25; the first vessel of any other rig within time to receive the second prize; and third vessel of any rig within time to receive the third prize. Half-a-minute per ton allowed. Cutters to have one-third of their tonnage added, yawls one quarter. To be sailed under the Royal Harwich Yacht Club Rules. Entrance fee, £1. 1s. The following boats entered:—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
1893	<i>Rowena</i>	cutter	17	F. A. Collier, Esq.	Payne
2658	<i>Zephyr</i>	yawl	21	J. D. Chillingworth, Esq.	Hayles
1824	<i>Red Rover</i>	cutter	14	S. Nightingale, Esq.	
345	<i>Cygnets</i>	cutter	11	H. Bullard, Esq.	Mollett

The starting for this match was fixed for 12h. 30m., and punctual to the hour the four competing craft were got away to an excellent start. The *Red Rover*, which was very smartly handled, was the first away, *Cygnets* being second, and *Zephyr* third. The last-named, a handsome craft belonging to the Royal London Yacht Club, was greatly admired, and there were not a few who thought that she would offer the redoubtable *Rover* a stern chase. The wind, however, was greatly in favour of Mr. Nightingale's yacht, while it lacked sufficient strength to thoroughly test the *Zephyr's* sailing powers. The yachts led away in the order given towards the flag-boat marking the southern angle of the course, where the *Zephyr* took second place, the *Rowena* and *Cygnets* dropping astern and having a closely-contested match all to themselves. From this stage of the contest the attention of spectators was chiefly directed to the *Red Rover* and *Zephyr*, between which the contest was keen, and the issue for a long time doubtful. During the whole of the three rounds the position of the leading yachts scarcely altered, the *Zephyr* keeping within a few lengths of the *Rover*, but was never able to overhaul her. The result was that Mr. Nightingale added another to his long list of prizes. The following is the time at finish:—

	h.	m.	s.		h.	m.	s.
<i>Red Rover</i>	2	7	49	<i>Rowena</i>	3	47	23
<i>Zephyr</i>	3	8	23	<i>Cygnets</i>	3	50	15

The second match was to be sailed for by yawls of any length. First prize £15, second £10, third £6, fourth £4. Time, quarter of a minute to a foot. Four to start or no match. No entrance fee. The first yawl to

pay £1, second 15s., the third 7s. 6d., and the fourth 5s. to the Regatta Fund. If not more than four sail, the first, second, and third prizes only will be given. The following entered :—Bittern, 50ft., Lowestoft; Success, 46ft., Lowestoft; Glance, 47ft., Caister; Zephyr, 37ft., Caister; Violet, 41ft., Yarmouth; Flying Fish, 43ft., Yarmouth.

Of the six figuring on the card only four came to their moorings, the Violet and Flying Fish, for some reason, not putting in an appearance. Why the Yarmouth craft of this rig should not have been represented when boats from distant stations were prepared to compete, is somewhat difficult to explain, except upon the supposition that they would have been overmatched against those from Lowestoft and Caister. Time was when Yarmouth possessed the largest and fastest yawls on our seaboard, but the employment for this description of craft in these days of steam competition has died out, and their place is now filled by a smaller class of boat of the same rig, but used principally for putting pilots on board passing ships. At other stations where this competition of steamboat is not so severely felt, the large yawls still does good duty in the hands of their crews, and the Glance, Bittern, and Success may be considered very handsome and powerful vessels of their class.

The start of these boats is one of the most attractive features of the regatta, as although their evolutions while the match is in progress may be puzzling, one cannot fail to enjoy the spectacle of several rival crews waiting intently at their moorings for the signal which is to convert the state of expectancy to one of general excitement. Unlike the yachts, the yawls are prohibited the use of their canvas until the gun has been actually fired. The result is that on the signal being given the sturdy fellows are intent, some in hauling up their large lug sails, while others are none the less excitedly engaged in casting off their moorings.

At the start of the four yawls the Bittern was the first to have her canvas spread, the Success being second, and Zephyr third. The Glance was delayed for some time in getting away through fouling her moorings, but this difficulty overcome, she was soon bowling along after her opponents. On rounding the first flag-boat the Bittern was still ahead, and she maintained her advantage through the first round. In the course of the second round the Glance, which was splendidly handled by her crew, took the first place, and was never afterwards headed. The Zephyr, hailing from the same station gave up in the course of the third round. The following is the time taken at the end of the race :—Glance 4h. 1m. 57m., Bittern 4h. 15m. 40s., Success 4h. 27m. 10s., Zephyr not timed.

The next event figuring on the programme of the day's sport was for a purse of £15, to be sailed for by local river yachts, cutter or latteen rig, not exceeding 12 tons, Norfolk and Suffolk Yacht Club measurement. Time, half-a-minute per ton. First yacht to receive £10, and second yacht £5. Four to start or the second prize will be withheld. Entrance fee 10s. The following started :—Alarm, 10 tons, B. V. Wynch, Esq.; Lethe, 10 tons G. Gandy, Esq.; Zoe, 8 tons, J. Stanley, Esq.; Enchantress, 10 tons, W.

H. Bessey, Esq.; Vivid, 6 tons, G. Crane, Esq.; Myth, 9 tons, W. Cadge, Esq.; Phantom, 7 tons, W. Pratt, Esq.; Belvidere, 9 tons, H. Teasdel, Esq.; Scud, 9 tons, J. B. Morgan, Esq.

The starting of the yachts in this race was one of the prettiest sight afforded during the day. On the signal being given the Lethe was the first away, followed by the Alarm. At the start there was a nice fresh breeze, and only two of the yachts—the Belvidere and Vivid—ventured to set their top-sails. On approaching the south flag-boat the Lethe, which had secured a good lead, had the misfortune to carry away some part of her rigging, which placed her *hors de combat*. During the first round the Alarm, which seemed in fine trim, took a commanding lead, followed by the Phantom and Enchantress. This order of sailing was maintained during the first and second rounds, the Alarm proving the winner, despite the time allowance she had to make the Phantom. The Belvidere and the Vivid were placed out of the match by mistaking the course, which in this instance was arranged so as not to include the triangular points, but was confined to that marking the base of the double triangle. They finished as follows:—Alarm 3h. 37m. 30s., Phantom 3h. 43m. 5s., Enchantress 3h. 45m. 0s., Scud 3h. 54m. 30s., Zoo 3h. 59m. 15s., others not timed. Several rowing matches and a duck hunt made up the day's sport.

TEMPLE YACHT CLUB.

THE fourth match of this club, previously fixed for the 11th September, was postponed till the 25th, to give the opportunity to yachts not belonging to this club to enter, it being decided to make this a handicap match open for all yachts belonging to a recognized yacht club; the competing yachts to be steered by members only. One paid hand allowed on board, but the same not to touch the tiller. Course, from Erith round the West Blyth buoy and back to Erith.

The Bessie had to allow the Nelly 3m., Arrow 4m., Ida 21m., Little Viven, Wanderer, and Tyrant 29m. The L'Erie was entered, but did not make her appearance.

A little after 11h. the starting gun was fired, the Arrow got foul of the Wanderer, but they soon got clear without making any damage, and off the whole fleet went before a slashing westerly wind; all had full mainsails, the larger boats setting square-topsails, the smaller ones jib-headers, the Nelly leading, followed by Tyrant, Ida, Bessie, and the others. In the Reach, Arrow passed Ida, the Little Vixen had something amiss with her topsail, which had to be lowered; below Greenhithe Pier they all jibed, and Ida lowered her topsail; in Northfleet Hope and Gravesend Reach the Bessie gained considerable on Nelly, all lowered topsails and housed topmasts previous to rounding, the Bessie's topmast being jammed, could not be got down. The West Blyth buoy was rounded at:—Nelly 12h. 55m. 0s., Bessie 12h. 56m. 0s., Tyrant 1h. 1m. 0s., Arrow 1h. 2h. 0s., Ida 1h. 13m. 0s., Wanderer 1h. 15m. 30s., Little Vixen 1h. 15m. 35s.

Shortly after rounding, the Nelly met with a serious mishap, which put her altogether out of the race, her weather shrouds giving way her whole rigging went down; fortunately none of her crew were hurt. Notwithstanding the slashing wind and squalls, the Bessie and Arrow carried full mainsails, the others had reefed and made snug previous to rounding except the Tyrant, which had hard work to get her reefs down while on the wind. Up to Tilbury the Bessie kept leading clear of her time allowance. In Northfleet Hope Arrow gained considerably on Bessie, when the latter's jib clew gave way, and before this damage could be repaired the Arrow weathered her; shortly afterwards, however, her weather shrouds gave way, but they managed to repair this mishap and kept the lead. The Ida had done very well, and left the Tyrant a good distance astern. The flag-boat at Erith was passed at:—Arrow 4h. 22m. 25s. (first prize), Bessie 4h. 29m. 23s. (second prize), Ida 4h. 58m. 45 (third prize), the others were not timed. The yacht Seagull preceded down to take the time of rounding.

The last match of this, the oldest Corinthian club, was sailed again in tempestuous weather, but all the competing yachts were managed in a style highly creditable to amateur sailors.

MEDWAY SAILING MATCHES.

On Friday, September 20th, a couple of subscription yacht matches were sailed in the Medway under the rules of the Junior Thames Yacht Club. Unfortunately, however, the wind was extremely light and fickle throughout the day, the little there was of it being from S.W.b.W. The classes and starters were as follows:—First class, over 7 tons and under 15 tons. Cygnet, cutter, 8 tons, Messrs. W. W. Wakeley, J. Sladden Knight, M.D.; Echo, cutter, 10 tons, Barlow Moore, Esq.; Idalia, yawl, 8 tons, Lieut. C. J. la Costa, R.M.; L'Erie, cutter, 10 tons, Major Lenon; Nellie, cutter, 8½ tons, Capt. Fellowes, R.E.; Violet, schooner, 13 tons, Lieut. Carter, R.E. Second class, 7 tons and under—Arrow, cutter, 5½ ton, J. A. Sparvel-Bayly, Esq.; Mystery, cutter, 4½ tons, Joshua Tuffill, Esq.; Ripple, cutter, 4½ tons, A. B. Horsnail, Esq.; Swallow, cutter, 5 tons, Lieut. Campbell, R.E.; Sally, yawl, 6½ tons, Thos. Aveling, Esq. Course, Rochester to West Oaze Buoy and back. All set balloon-topsails, balloon-jibs, and in most cases got spinnakers out on their bowsprits for the run down. The Echo, however, carried away her topmast almost immediately, and took some time to rig a jury one. Off Upnor Castle the L'Erie was the first of her class, and shifted her spinnaker on the boom, the Nellie coming next, whilst the Arrow and Sally were beam and beam in the second class. Hence it was a regular drifting match down to the mouth of the river at Garrison Point, but here the wind freshened a trifle, and came out N.W.b.W. There being no chance, however, of getting the prescribed distances, the steamer was brought up just beyond the Sheerness Middle Buoy, and the yachts rounded her as follows:—First class—L'Erie 1h. 25m. 24s., Nellie 1h. 37m. 40s., Echo 1h. 40m. 45s., Violet

1h. 51m. 1s., Cygnet 1h. 51m. 35s., Idalia 1h. 55m. 0s. Second class—Arrow 1h. 29m. 40s., Sally 1h. 41m. 3s., Ripple 1h. 45m. 55s., Mystery 1h. 53m. 20s., Swallow 1h. 55m. 20s.

With the exception of L'Erie balloon topsails were taken in, and square headers set all round, and balloon jibs shifted for working ones. After an uninteresting beat to windward on a very slack flood tide, the match was concluded at Rochester Bridge as follows:—First class—L'Erie 5h. 14m. 0s., Nellie 5h. 43m. 35s. Second class—Arrow 5h. 18m. 45s. The above won their prizes by position without having to allow any time.

MALTA REGATTA.

THIS regatta took place on September the 28th. The Marsamuscetta Harbour was crowded with thousands of spectators on board of yachts and boats of all sorts and sizes. The shores and bastions on both sides the harbour commanding a good view were lined with people, evidently intent on enjoying themselves, and the whole scene was one of the gayest description possible. His Excellency the Governor, with Lady Van Straubenzee, Rear-Admiral Inglefield, and a number of guests, witnessed the rowing races from Fort Manoel Main Gate, which was decorated with flags, and in front of which the winning-post was fixed on board a barge moored there for the purpose.

The first race was for yachts of 5 tons and upwards, first prize a silver claret jug, value £15; second, a silver cup value £6. Course about 38 miles.

Second race for yachts under 5 tons and mudiands over 18 feet in length, first prize two silver cups, value £10; second, a silver cup value £4. Course about 10 miles.

The following boats entered for the first race:—Alarm, cutter, 15 tons, Capt. Brodigan; Gipsy, cutter, 12 tons, Assist.-Com. Baker; Nore Creina, cutter, 17 tons, Lieut. Gallwey; Swallow, cutter, 8 tons, Capt. McLeod; Tyrian, sliding gunter, 7 tons, G. Bosward, Esq.

Time allowance:—The Nora Creina allows Alarm 2m. 57s., Gipsy 5m. 23s., Swallow 11m. 33s., Tyrian 13m. 33s., the others the difference between each.

There was a nice gaff-topsail breeze all the morning from the east with a promise of more, and a very heavy swell from the north-east, causing the smaller boats to feel rather uncomfortable. Soon after 9h. the yachts were lying in position, the Alarm to the northward and the Gipsy about a quar of a mile to windward of the line. The first gun fired at 9h. 22m., and a second exactly 5m. later. Rather more than a minute before the second gun the Gipsy was seen running down to the line, setting her spinnaker as she did so, but before it could be properly set, the end of the boom caught the top of a wave and snapped about 10 feet from the end, thus spoiling the beautiful start she was making, for the others had delayed paying off until

after the second gun had fired, and were consequently slow in passing the line. The crew of the Gipsy, however, set to work with a will, and in a very short space of time had the spinnaker again rigged out on the broken stump. There also appeared to be something wrong with the throat-halliards of the Swallow, as when the second gun fired her mainsail was only half hoisted.

The Alarm and Swallow set squaresails, and the Nora Creina, Gipsy, and Tyrian spinnakers to starboard. All set square-headed gaff-topsails with the exception of the Tyrian, which does not carry one, and the three leaders had watersails under their booms, which were over to port; the Gipsy carried in addition a jib-topsail. The vessels passed Pembroke Camp in the following order:—Nora Creina, Alarm, Gipsy, Tyrian, and Swallow.

In the run down the Nora Creina increased her lead on the Alarm, the Gipsy drawing up almost to the lee quarter of the last named; the Swallow ran the Tyrian, which was being left a long way astern.

The Nora Creina ran past the north end of Comino and jibed under the Gozo shore at 11h. 30m., followed by the Alarm at 11h. 40m., and the Gipsy at 11h. 42m., more in mid channel. The Swallow jibed at 11h. 54m., and the Tyrian about 7m. later. The Alarm and Swallow both took in their squaresails before jibing and did not reset them, but the Nora Creina and Gipsy shifted their spinnakers to port for the run of about two miles to the south end of Comino, which they hauled round at:—Nora Creina 11h. 45m., Alarm 11h. 56m., Gipsy 11h. 57m., all running canvas being taken in for the beat up the eastern channel. Soon after rounding, the Alarm took in her topsail and housed her topmast. An interesting struggle now took place, the Alarm slightly forereached on the Gipsy, but the latter eating more to windward, and at 1h. 22m. p.m., after several tacks, the Gipsy succeeded in crossing about 20 yards ahead of the Alarm and became second boat in the race. The Nora Creina, in the meantime, had been forereaching on the other two, but not hanging so well to windward, had come back a great deal, and was now not more than 5m. ahead; but in rounding the north point of Malta, the Gipsy and Alarm got slightly jammed by the wind and heavy sea, and the Nora Creina went on her way rejoicing, and off St. Paul's Bay was 15m. to the good, the time being:—Nora Creina 2h. 20m., Gipsy 2h. 35m., Alarm 2h. 37m. On the long leg to St. Paul's Bay the Gipsy set her jib-topsail, but soon took it in again, as it set her to leeward.

On the next tack in-shore the Gipsy just managed to weather Ghalis Reef, but the Alarm not sailing quite so near the wind, was obliged to go about and make another short tack, the others laying a course for Maddalena Tower, off which they tacked as follow:—Nora Creina 3h. 14m., Gipsy 3h. 23m., Alarm 3h. 33m.

The wind now began to fail, and the yachts made very slow progress in the heavy swell, the two leading ones keeping about the same distance apart, the Alarm falling more and more astern, and the Swallow being seen off St. Paul's Bay. The Tyrian had made a cast to the northward in search of a breeze, but having failed in finding one, was more than hull down from

the decks of the leading yachts. The Nora Creina was about four cables' length ahead of the Gipsy, and with only two miles to go, a good puff of wind would give the race to either, but no such puff came, and the Nora Creina drifted in a winner at 6h. 10m. p.m., followed by the Gipsy at 6h. 30m.; the others were not timed, but the Swallow arrived about 8h. 30m. p.m., the Alarm at 11h. 30m., and the Tyrian at 4h. a.m., on Sunday morning.

For the second race the entries were:—Kestrel, H. Rose, Esq.; Meanee, Lieut. Dundas; Rocket, — Bonello, Esq.; Little Kate, Lieut. Bradshaw; Sphinx, Col. Dickens; Bertoldo, S. Zarb, Esq.; Dolphin, — Peel, Esq.; Meteor, M. Soler, Esq.; Eva, — Bizzeni, Esq. The first gun fired at 9h. 50m., second at 9h. 55m., at which all the boats got away well together. The Kestrel set square-sail and jib above it, the Little Kate spinnaker, jib-headed topsail, and watersails on the mizen. The buoy was rounded in the following order, all the vessels being in a cluster at 10h. 45m., Rocket, Kestrel, Meanee, Meteor, Dolphin, Sphinx, Little Kate, Eva, and Bertoldo, but only the Kestrel, Sphinx, Little Kate, and Bertoldo jibed round it as ordered by the committee, the regulations being that all marks be left on the port hand; the others by hauling to windward gained a great advantage. They arrived in the following order:—Meteor, Rocket, Meanee, Kestrel, and Dolphin. Many protests were sent in, and the committee, after much consideration, decided that the race should be sailed over again on Saturday, October 5th, when all the above started with the exception of the Meteor; a fresh breeze blowing from the E.S.E. all the afternoon. At the second gun, which fired at 2h. 10m., all got off well together, the Dolphin setting an immense square sail, the Kestrel a square sail with jib over, and jib-topsail, her square-headed topsail split just before starting, but she still carried it in the run down; the Little Kate and Meanee both set spinnakers.

The boats arrived at the buoy at 2h. 50m., all so close together that it was difficult to say which was first, but in the beat back the Rocket soon took the lead, Kestrel second, then Little Kate, Sphinx, Bertoldo, Dolphin, and Meanee. Little Kate soon sprung a leak by the planks below the chain plates opening, and took in so much water that her crew had to be constantly bailing.

They arrived at the winning buoy as follows:—Rocket 4h. 51m., Kestrel 4h. 56m., Sphinx 5h. 1m., Bertoldo 5h. 9m., Little Kate 5h. 13m., Meanee 5h. 20m. The Rocket therefore takes the first prize and Kestrel the second.

For the third race the entries were;—Arrow, Unica, Bermuda, Kathleen, Dog, Firefly, and Blue Bottle. All but two of the above started before the second gun fired, and were consequently disqualified by the committee. The Kathleen in the run down set an immense spinnaker for her size. The names of the winners are—Firefly first, Bermuda second.

Several well-contested rowing matches took place for money prizes.

RAMSGATE REGATTA.

THIS admirably-arranged, and well-carried out affair, came off on Tuesday, August 20th. The most interesting event of the day was the match for yachts not exceeding 10 tons, for prizes of £20 and £10. The match was sailed under the rules and regulations of the Junior Thames Yacht Club; the course was from the East Pier Head round a boat off the Sandwich Beacon, through old Cudd Channel round the North Brake Buoy, and back through old Cudd Channel and past the committee's boat near the Pier, three times round. The following yachts entered:—Arrow, cutter, 5½ tons, J. A. Sparvel-Bayly, Esq.; Ripple, cutter, 8 tons, P. Davis, Esq.; Bessie, cutter, 10 tons, H. Hewitt, Esq.; Marguerite, cutter, 7 tons, C. Eltham, Esq.; L'Erie, cutter, 10 tons, Major Lenon; Iris, cutter, 9½ tons, L. Price, Esq.; Daisy, cutter, 5½ tons, H. Alwyn, Esq.; Guess, cutter, 5½ tons, T. Snowden, Esq.; Emily, cutter, 4 tons, W. Matthews, Esq.; Nelly, cutter, 8½ tons, P. Cardine, Esq.; Hebe, cutter, 10 tons, L. Moore, Esq.; Nama, yawl 8½ tons, — Priestly, Esq.

Excepting the Marguerite, all appeared at their stations, a capital start from anchor being effected at 12h. The wind being very fresh. E.N.E., a nasty lumpy sea was the result. The L'Erie, with her spars and sails lately clipped at Gosport, went off with the lead, maintaining it throughout, sailing like a witch. Mr. Sparvel Bayly's Arrow, by the same builder (Stone, of Erith) received its first defeat, the Daisy, apparently a much smaller vessel, though really of the same tonnage, walking away from her, the lighter spars and sails of the Daisy lifting her over the waves, while the Arrow went into them up to her mast.

On rounding the North Brake Buoy the first time, the Iris and Hebe collided, the latter losing her bowsprit. The race finished as under:—

	h.	m.	s.		h.	m.	s.
L'Erie	3	7	35	Ripple	3	20	17
Daisy	3	20	3	Arrow	3	21	0
Rest not timed.							

A protest was lodged against the L'Erie on the ground that she did not keep her proper course; but it was overruled, and consequently she took the first and the Daisy the second prize.

LOWESTOFT REGATTA.

THE Lowestoft and Kirtley regatta came off on Thursday, Aug. 22nd. The weather was fine, with a good westerly breeze. The company on the pier was as large as ever previously known. The course, commencing opposite the end of the pier, covered a distance of six miles in a triangular form, so that the yachts competing could easily be seen the whole route. This course was gone over twice by the yachts, making the distance sailed about twelve miles in all. There were about sixteen yachts present, the largest of which was the Zephyr, J. D. Chillingworth, Esq. The first yacht match was for

a silver cup, of the value of £20, presented by T. Lucas, Esq., of the firm of Lucas Brothers, and a purse of £5 for the second yacht, The yachts entered were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons.	Owners.	Builders.
2564	Waveney Queen..	cutter	17	Major Leathes	Hall
1824	Red Rover	cutter	14	S. Nightingale. Esq.	Mollett Hayles
845	Cygnets.....	cutter	14	H. Bullard, Esq.	
2568	Zephyr	yawl	21	J. D. Chillingworth, Esq.	

A good start was effected at 1h. 6m., and the Red Rover once more asserted the supremacy which she has gained in Norfolk and Suffolk waters. The yachts were timed as follows at the close of each round :—

	FIRST ROUND.			SECOND ROUND.		
	h.	m.	s.	h.	m.	s.
Red Rover... ..	2	21	30	3	18	31
Zephyr	2	24	50	3	24	25
Cygnets	2	31	20	3	35	4
Waveney Queen.....	2	24	40	3	42	0

The Red Rover therefore took the first prize, and the Zephyr the second, each yacht clearing the time allowance which had to be made.

The second yacht match was a handicap race for a purse of £30 for local cutter yachts; the first to receive £15, and the second £10, and the third £5. The competitors were :—

Numbered as in Hunt's Universal Yacht List for 1872.

No.	Names of Yachts.	Rig.	Tons. rated at	Owners.	Builders.
2687	Zoe.....	cutter	15	T. Stanley, Esq.	Field
2034	Sibyl.....	cutter	16	J. E. Crisp, Esq.	
2483	Vivid.....	cutter	10	G. F. Crane, Esq.	
	Scud.....	cutter	17		
748	Glance.....	cutter	12	H. & P. E. Hansell, Esqrs.	
1493	Myth	cutter	16	W. Cadge, Esq.	
1697	Phantom... ..	cutter	15	A. W. Spratt, Esq.	
	Enchantress	cutter	16	W. Bessey, Esq.	
1059	Lethe	cutter	20	G. Gandy, Esq.	

The course was the same as the first match. The time-keeper declared the Myth the winner of the first prize, and the Glance the winner of the second, but a protest was entered by the Glance against the Myth on the ground that the latter fouled the square-sail of the Glance when before the wind, thereby throwing the Glance out of her course.

HUNSTANTON REGATTA.

THE annual regatta at this favourite and rapidly rising watering place on the Norfolk coast, took place on Thursday, August 22nd. Although the number of visitors from the immediate neighbourhood was not so large as

in former years, on account of the progress of harvest work, yet the number of excursionists from Cambridge, Leicester, and other places by railway, made up any deficiency thus caused. The weather was fine, with a southerly breeze. The following are the names of the competing vessels in each class:—First class, Ivy, cutter, 17 tons, Capt. Cater, R.N.; Pearl, cutter, 13 tons, F. Archer, Esq.; Iris, cutter, 17 tons, R. Gay, Esq.; Wild Duck, cutter, 18 tons, F. J. Cresswell, Esq. Second class—Rambler, cutter, 6 tons, O. Thomas, Esq.; Lurline, cutter, 8 tons, M. Ffolkes, Esq.; Waterwitch, cutter, 7 tons, Capt. E. J. Howes; Amateur, yawl, 9 tons, J. H. Garfitt, Esq.; Clara, cutter, 6 tons, W. Walker, Esq.

The yawl Gondola, 20 tons, owned by W. G. Windham, Esq., arrived too late to enter, but went with the others over the course; and Major Hare's yawl, Zayda, honoured the proceedings by her presence, besides others, whose names could not be ascertained.

At about noon the signal was made for the start, and all filled off on the starboard tack before a light E.S.E. breeze. The Ivy, with her usual promptitude, was the first to get her topsail set, and took the lead, which she maintained the whole course. She was followed by the Iris, with the Pearl close up; but the latter soon after weathered the Iris and took the second place, and these relative positions were maintained throughout. The Wild Duck, not starting until some time after the firing of the gun, was precluded from all possibility of winning, and merely sailed to witness the manoeuvres of the other vessels. Nothing occurred worthy of note during the sailing of this match, which was finished as follows:—Ivy 3h. 17m. 45s., Pearl 3h. 30m. 39s., Iris 3h. 35m. 20s.

It will thus be seen by the "Royal Alfred time scale" adopted, the Ivy took the first prize of £25, and the Pearl the second of £10.

Great interest was manifested in the match for the second-class yachts, owing to the closeness of the contest. They were started some fifteen minutes after the others. The Rambler was the first to catch the wind, and took the lead, followed by the Waterwitch, with the Clara, Lurline, and Amateur in her wake. Before rounding the north flag-boat some tackling of the Clara's gave way, by which she lost ground. Also the Rambler lost her topmast when nearing the west boat, an accident which appeared to improve her sailing qualities than otherwise. These were the only incidents worth recording during the race, except to observe that the Amateur, whose chance after the first round seemed a forlorn hope, began to overhaul the others, and, to the surprise of her owner and to everyone conversant with nautical affairs came in first. The sailing of this boat was watched with the greatest anxiety by those on shore, as Mr. Garfitt had entered her with the benign understanding that in the event of her winning the prize would be handed over to the funds of the Hunstanton Convalescent Home; and, therefore, the funds of this institution have been increased by £15. The time at finish was:—Amateur 3h. 54m. 12s., Rambler 4h. 0m. 20s., Clara 4h. 0m. 42s., Waterwitch 4h. 0m. 45s., Lurline 4h. 9m. 52s.

Notwithstanding the several difficulties the committee had to contend against, everything passed off with the greatest success.

THE YACHT LIVONIA.

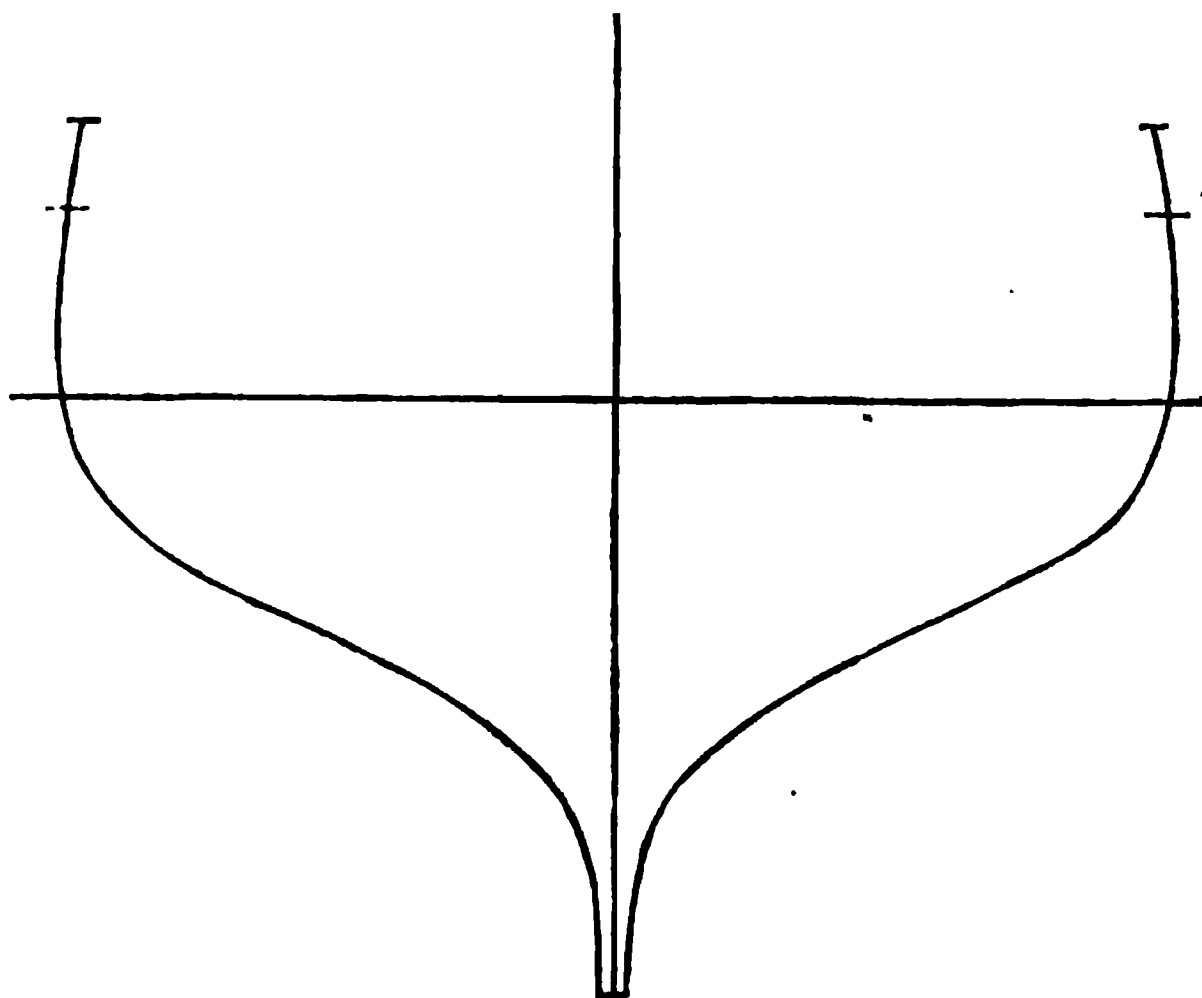
So MUCH has been said and written about this vessel that Mr. Ratsey, her builder, has thought it necessary to write the following letter to *The Field*, and we have copied it in the hope that some of our readers will comply with his request contained in the latter part thereof.

SIR,—Several adverse criticisms having appeared from time to time in *The Field* and other periodicals on the above yacht, I feel it my duty to make some reply, as I am certain the vessel has not had justice done her in this respect. It was on the occasion of the Cambria-Sappho races two years ago, when the superiority of the latter in point of speed was so fully demonstrated, that the project of building the Livonia was first considered by Mr. Ashbury and myself. Allow me to observe that far too much was said and written about the vessel while in course of construction, and the ideas of the public were therefore aroused to expect something extraordinary, the result being that, as she did not come up to these, any shortcomings were magnified into absolute failures. Whilst I am bound to admit that full liberty was accorded me by Mr. Ashbury to use what form of model I preferred, yet I was to a certain degree hampered by the amount of accommodation required for the new vessel. I shall be more clearly understood when I state that the difference in length between Cambria and Livonia was fully appropriated by Mr. Ashbury to increased length of the different cabins and state rooms in the latter, which was modelled to carry out his ideas in this respect as much as any other.

It is therefore obvious that when I decided on adopting the small displacement principle—which I then believed, and do still believe to a great extent, is the right one—if I had given the Livonia two very fine ends she would actually have not had the amount of accommodation the Cambria has. Another consideration with me was that, as Mr. Ashbury required the yacht for making long voyages, and his comfort, quite as much as for racing purposes, I gave her a good long floor and powerful top to ensure this. The result so far was a great success, as it is well known on the occasion of her trip to America last year she encountered a very violent N.W. hurricane in mid-Atlantic, when she behaved magnificently, surprising all on board by her extreme buoyancy and weatherliness, and thereby established her character as a first-rate sea boat.

We will now consider the subject of her speed, and I challenge anyone to prove that she has ever disgraced herself in this respect. I am quite ready to admit that she did not come up to my expectations; but at times the vessel did remarkably well. Witness the occasion of the last race round the Shambles, when I have the testimony of the veteran Capt. John Nicholls that, previous to the Livonia's being disabled, she was beating everything else in the race, he being at the time on board the Gwendolin, where he had ample opportunity of witnessing Livonia's performance, and he gives his opinion that she is undoubtedly a fast vessel. She was also stiffer under canvas than any of the other vessels, and it is a well-known fact that the Sappho, which accompanied the race, had at times her lee side all under water.

We will now consider whether Livonia's model for speed can be improved, and, in order to illustrate the matter more clearly, I herewith append a sketch of her midship section reduced to the scale of an eighth of an inch to one foot, which I do not think will meet with any grave objection from anyone. Now it must be remembered that Livonia is not wanting in length of



floor, there being a wide difference between her and the Sappho in this respect; but, for high rate of speed, the Livonia, when inclined to a considerable angle, becomes too full on the immersed load water-line, especially on the quarters, which has a tendency to force her by the head, and thereby to carry too strong weather helm. I entertained this opinion before the vessel was tried, immediately after being launched; but the Livonia has all the elements of a really good vessel, and if her lines were to be extended a little at the two ends, I believe she would yet surprise the yachting world by her performance. Exception has been taken to the form of her bow, having an overhanging prow. This was adopted according to owner's wish, who did not like the straight stem and cutwater of the Cambria; but, far from her having a full bow, readers of this article will be surprised to learn that the angle of the load water-line forward in the two vessels is almost precisely the same. In conclusion, I had ample opportunity of judging favourably of the small displacement principle from the example of several of our best English yachts, viz., Flying Cloud, Christabel, and last, but not least, the celebrated little Buccaneer. Again, this year we have the instance of Sir Edward Sullivan's new schooner Shamrock, whose displacement is even considerably less than Livonia's and which has turned out an undoubted success.

Mr. Fulton, of Belfast, has also been very successful with his little cutter, the Quickstep, of 20 tons, which has beaten all the large-displacement vessels of her class, by Hatcher and others, in almost every race. This vessel I am given to understand, like the Vanguard, has a high bilge and very hollow floor.

As I before stated, the *Livonia* requires nothing more than two finer ends to make her all that her owner, could wish her to be.

In thus placing the matter before the yachting public, I should be glad to know how far my views correspond with those of others equally competent to form an opinion on the subject. I hope, for my own and her owner's satisfaction, that some few of your able correspondents will kindly give us their opinion in a subsequent number.

MICHL. E. RATSEY.

Cowes, Oct. 23rd.

MEMORANDA OF YACHT CLUB MEETINGS.

Royal London Yacht Club.—The first monthly meeting of this club after the recess was held on Monday evening, October 21st, at the club house, Regent Street, Mr. Under-Sheriff Crossley presiding. After the disposal of some routine business, including the election of the whole of the names on the list, it was determined not to have an annual dinner, but to re-establish the monthly dinners as heretofore. A letter from the Board of Trade was read by the secretary, granting an exemption to yachts belonging to this club, from the operations of such sections of the Merchant Shipping Act as require the name and draught of water to be painted on the bow and stern. On the motion of the chairman, seconded by Mr. Richard Tress, a vote of thanks was carried by acclamation to Mr. James Ashbury, the Commodore, for the presentation to the club of a painting, representing the *Cambria* winning the American match.

Prince of Wales Yacht Club.—The monthly meeting of the above club was held on Monday evening, October 14th, at the Freemasons' Tavern, the Vice-commodore, W. L. Law, Esq., presiding. After some routine business, it was unanimously resolved that the annual dinner should take place on Wednesday, November 13th, at the Freemasons' Tavern, the following gentlemen being elected stewards for the occasion:—The Commodore, vice, rear, treasurer, cupbearer, hon. sec., and Messrs. Barton, Burd, Buss, Dowdall, Farnfield, Gabb, Gaywood, Gunston, Hounsell, Harton, Hannah, Knibbs, Legg, Massingham, Stanton and Wood.

Royal Alfred Yacht Club.—The meeting of this club will take place on November 11th, to receive the Auditors' report and transact other business.

VIKING.—H. R. H. the Duke of Edinburgh has disposed of his yacht.

KRIEMHILDA.—We are reliably informed that this cutter will have several alterations made that will tend to lighten her, but she will not be lengthened as has been reported.

FLORIDA is the name to be given to the new yacht now building for W. Jessop, Esq., and is said to be an imitation of the *Kriemhilda*, she will be fitted with silver birch.

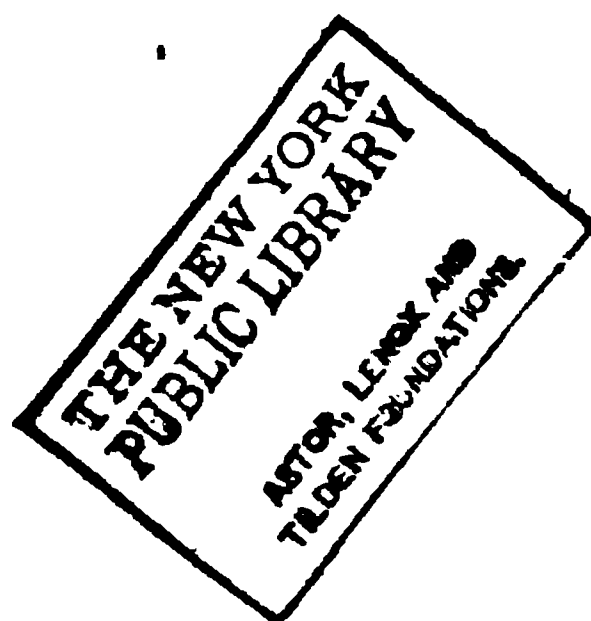
LEANDA, cutter, 20 tons, has been sold by J. Reid, Esq., to a gentleman of the name of Bell.

XEMA, cutter, 34 tons, has been purchased by H. Dudgeon, Esq.

MOCASSIN, sloop, 10 tons, has been sold to M. B. Smythe, Esq.

ELAINE, cutter, 10 tons, has been purchased by G. Jameson, Esq.





HUNT'S YACHTING MAGAZINE.

DECEMBER, 1872.

THE MERSEY TEN TONNERS.

WE MAY thank the ingenuity of a weekly contemporary for having given the aquatic world something to read and something to think about at a time of year when yachting is at the very lowest ebb and when one can hardly hope to find any matter, week after week in the papers, savouring even of the briny.

Fortunately our contemporary has hit upon the subject of the Liverpool ten tonners, which is one that must interest all yachting men from the fact that they are a very numerous fleet and are composed of vessels differing more in model than perhaps any other class now afloat.

We cannot say that we particularly admire the lines of the ten tonner which first brought the subject on the carpet, and we would rather refer to the different ten tonners, whose deeds have already been chronicled in these pages, than argue on this point.

The Liverpool ten tonners are a very fine set of boats, and we may take the Naiad and Pastime as representing the larger displace-

ment class the Cloud as the medium, and the Wonderful, as representing the very small displacement class, and though no doubt each has its admirers an impartial critic would find it difficult to determine on whose topmast truck to twine the laurel wreath.

It will doubtless be said that the Cloud has been more successful than the Naiad, and the Wonderful again more successful than the Cloud, and therefore there can be no disputing point; but if our readers will turn to the accounts of the different regattas it will be seen that after long races the difference in time has been so trifling that there is no decided superiority the one over the other, or at all events not of such a decided character as to warrant our coming to the conclusion that we should adopt either model as our future guide and entirely relinquish the other.

The Naiad is an essentially deep vessel, and for those who look for accommodation in a ten tonner it would be impossible to find another vessel with such accommodation and speed combined as the Naiad, but then she is a very expensive boat, as she carries an enormous amount of ballast, which in itself is a very large item in fitting up such a vessel, and this again necessitates a vast amount of canvas adding another very heavy item in the outfit.

Of the Cloud one has little to say, but that she is of the Fairlie type and has the advantages and disadvantages of the Naiad in a minor degree; both are long, narrow, deep vessels the Naiad being longer, narrower, and deeper but with more displacement and therefore a bigger and more powerful craft. We now come to the Wonderful, and it is astonishing the errors that some of the writers of the various letters that have from time to time appeared have fallen into when speaking of this vessel, one actually going so far as to say that she draws 3ft. forward whereas in reality she only draws 18in., and is there as sharp as a knife while above she is as bluff as a "billy boy."

Every one has got some way of accounting for the Wonderful's success, but in our opinion no one has hit "the right nail on the head" the real fact being that the Wonderful on the water line is a twelve ton boat. She has a round bilge and long floor, her counter is brought so low down as to keep one half continually in the water, giving her a very long water line, while the remainder is "all there" when immersed and is a fine wholesome bit of stuff enabling her to carry her canvas in a way we are quite sure none of the others can, though they might be made to do so.

She is about four times her beam and draws about 4ft. 9in. aft, she has a very powerful bow above the water line and the powerful counter above mentioned coupled with a high free board give her all the elements of power of a much larger vessel than she measures.

But every one speaks of the Wonderful as if she was something quite new in the form of a yacht, and the child of some lately formed fertile brain, whereas the truth is that a similar kind of boat was constructed more than twenty years ago by Hatcher and called the "Little Mosquito" and though we think it a pity that builders have not turned some of their attention to this kind of model instead of continually trying to improve the longer and deeper vessel no doubt the eminent builder we refer to could give a good reason for not doing so.

At the same time it must be borne in mind that, if you want accommodation in a ten-tonner you simply can't get it in the Wonderful stamp, and you must go up to twenty tons before it can be obtained ; of course a twenty tonner of this stamp would be a much cheaper vessel to build, and to sail after she was built, than the deeper vessel, but whether she would prove herself a faster and better boat must be in the hazy future.

After all, in our opinion, size, or in other words displacement must tell at sea, though some have had their faith in the theory shaken by the success of the Quickstep this season, which has very small displacement, but we hold that "one swallow does not make a summer," and that the problem we have to solve is—given so much displacement, required the proper amount of driving power—and we are strongly of opinion that, *cæteris paribus*, in other words each kind of vessel with proper equilibrium of ballast and 'canvas, weight at sea, as in the P.R. of old, must and will tell in the long run with small craft.

WRECK REGISTER FOR 1871.

THE *Wreck Register* for 1871 was issued by the Board of Trade on Oct. 14th, and is, as usual, a very complete and exhaustive document. It is supplemented, in the usual way, by most interesting charts, which have greatly helped us to analyze the series of Tables given in the *Register*. It states that the number of wrecks, casualties, and collisions from all

causes, on and near the coasts of the United Kingdom and in the surrounding seas, reported last year, is 1,575, being 73 more than the number reported in 1870, and, with the exception of 1870, less than the number reported in any year since 1864.

The annual average number of wrecks on the coasts of the United Kingdom reported since 1852, divided into four periods of five years, is as follows :—1852, 1,115 ; 1853, 832 ; 1854, 987 ; 1855, 1,141 ; 1856, 1,158. Total for the five years, 5,228, or an annual average of 1,045 wrecks. 1857, 1,143 ; 1858, 1,170 ; 1859, 1,416 ; 1860, 1,379 ; 1861, 1,494. Total for the five years 6,602, or an annual average of 1,320 wrecks. 1862, 1,438 ; 1863, 1,664 ; 1864, 1,390 ; 1865, 1,656 ; 1866, 1,860. Total for the five years, 8,058, or an annual average of 1,611 wrecks. 1867, 2,090 ; 1868, 1,747 ; 1869, 2,114 ; 1870, 1,502 ; 1871, 1,575. Total for the five years, 9,028, or an annual average of 1,805 wrecks.

It will thus be seen that the whole number of wrecks, strandings, casualties, and collisions reported during 1871 is 230 below the average of the last five years.

As observed on previous occasions, the number of wrecks, casualties, and collisions reported may probably increase from year to year, arising from the increase in the number of ships frequenting our coasts and narrow seas adjoining, whilst the particular number for any one year may be increased or diminished, according to the prevalence or absence of gales, of remarkable violence and duration.

The gales to which the *Wreck Register* refers, and which caused the greatest destruction to shipping on our coasts during the year 1871, were chiefly from the following directions :—Jan. 13th-16th, from S.E. to S.W. most severe in the south of Ireland ; Feb. 10th, 11th, from E. to S. in the north, and from S. N.N.W. on the south and west coasts. The most destructive gale of the year occurred on the 10th February. The gales in March were on the 7th, 9th, and 12th ; their direction was generally between S. and W. During the months of April, May, June, and July, the wind is seldom reported as having reached the force of a gale. Aug. 24th, from S.W. to W. on all but our S.E. coasts. Sept. 27th-28th, from the S. in the Channel and S.E. to N.E. in the Irish Sea and N.E. of England ; Sept. 30th, from N. on the E. coast of England ; Oct. 28th-29th ; from S.E. to S. on our S.W. coasts ; Nov. 20th, from S. on our W. and N. coasts ; Nov. 30th-Dec. 1st. from N.E. on the E. and S.E. coasts of England ; Dec. 18th, from S. to S.W. on the W., N., and N.E. coasts ; Dec. 20th, S.W. to N. W. on our S.W. coasts and the English Channel.

The number of ships lost or damaged in the 1,575 wrecks, casualties and collisions, reported as having occurred on and near the coasts of the United Kingdom in 1871 was 1,927, representing a registered tonnage of upwards of 458,000 tons, and with crews to the number of 18,390 men and boys. The number of ships in 1871 is greater than the number in 1870 by 62. The number of ships reported is, as has been stated, in excess of the number of casualties reported ; because in cases of collision two or more ships are in one casualty. Of the 1,927 ships, 1,668 are known to have been ships belonging to Great Britain and its dependencies with British certificates of registry, and 230 are known to have been ships belonging to foreign countries and states. Of the remaining 29 ships the country and employment are unknown. Of the British registered ships, 1,173 were employed in the British coasting trade, and 495 were employed in the (over sea) foreign and home trade. Of the ships belonging to foreign countries and states, two employed in the British coasting trade met with casualties.

Of the total number of wrecks, &c. (1,575), reported as having occurred on and near the coasts of the United Kingdom in 1871, 351 were collisions, and 1,224 were wrecks and casualties other than collisions. Of these 1,224 wrecks, strandings, and casualties other than collisions, 398 were wrecks, &c. resulting in total loss, and 826 were casualties causing partial damage more or less serious. The whole number of wrecks and casualties, other than collisions, on and near our coasts reported in 1870 was 1,141, or 83 less than the number of wrecks, strandings, and casualties, other than collisions, in 1871.

The annual average in the United Kingdom for sixteen years including 1871, is for wrecks other than collisions, resulting in total losses, 474 ; and for casualties resulting in partial damage, 726. As against this the numbers for the one year 1871 are, for total losses, 398, and for partial damage, 826.

Of the 398 total losses from causes other than collisions, on and near the coasts of the United Kingdom in 1871, we find that 137 happened when the wind was, as appeared from the Wreck Reports, at force 9 or upwards (a strong gale), and are classed in the several returns as having been caused by stress of weather :—44 arose from defects in the ship, or in her equipments (and of these 44 no less than 25 appear to have foundered from unseaworthiness) ; 99 appear from the Reports made by the officers on the coasts to have been caused by inattention, carelessness, or neglect, and the remainder appear to have arisen from various other causes.

Of the 826 casualties, *i.e.* cases of partial damage, from causes other than collisions, on and near the coasts of the United Kingdom, it appears

that 372 happened when the wind was, as reported, at force 9 or upwards (a strong gale), and are included as having been caused by stress of weather; 163 arose from carelessness; 125 from defects in the ship or her equipments; and the remainder appear to have arisen from various other causes.

It is truly lamentable to observe that the total number of ships, which, according to the facts reported, appear to have foundered or to have been otherwise totally lost on and near the coasts of the United Kingdom from unseaworthiness, unsound gear, &c., in the last ten years, is 524; and the number of casualties arising from the same causes, during the same period, and resulting in partial damage, is 655.

In 1871 there were on and near the coasts of the United Kingdom 120 wrecks and casualties to smacks and other fishing vessels. Excluding these 120 fishing-vessels, it will be seen that the number of vessels employed in the regular carrying trade that have suffered from wreck or casualty here during the year is 1,807. If this number is again subdivided, it will be found that nearly half of it is represented by the collier class, which suffers most severely. Despite all that has been said and written on the subject, there can be no doubt that hundreds, or rather thousands, of these craft are despatched to crawl from harbour into the channel, badly found, rotten from age, gaping in the seams, overladen, with no sailing or steering qualities, and wholly at the mercy of a moderate gale. With a dead-weight cargo, they are easily swamped, and are so utterly crippled when anything goes by the board that, half water-logged before they put out, they either sink like stones in a storm, or break into pieces on a sand bank, before the waves have washed over them for half an hour, or the crew have been saved by a Life-boat. No less than 506 coal-laden vessels were wrecked in 1871; and we can only estimate the full bearing of these figures by comparing them with the losses sustained in other trades.

During the past ten years ending in 1871, disasters on and near the coasts of the United Kingdom, to comparatively new ships, bear a very high proportion to the whole number; and during the year 1871, 155 wrecks and casualties happened to nearly new ships, and 302 to ships from three to seven years of age. Then there are wrecks and casualties to 361 ships from seven to fourteen years old, and to 554 from fifteen to thirty years old. Then follow 265 old ships from thirty to fifty years old. Having passed the service of half a century, we come to the very old ships, *viz.*, 44 between fifty and sixty years old, 19 from sixty to seventy, 6 from seventy to eighty, 8 from eighty to ninety or upwards of a hundred. The ages of 210 are unknown.

Surely there ought to be an age at which a ship ought to be said to have done her work. The most careful caulking and overhauling, nursing and doctoring, is of no avail when every plank is diseased, and when the whole framework of a vessel is shaken and loosened.

It is stated that of the 1,927 vessels lost or damaged on and near the coasts of the United Kingdom in 1871, 84 were rigged as ships, 223 were steamships, 493 schooners, 282 brigs, 232 barques, 219 brigantines, and 103 smacks; the remainder were small vessels rigged in various ways. Of the 1,927 vessels referred to, 806 did not exceed 100 tons burden, 687 were from 100 to 300 tons, 279 were from 300 to 600 tons, and 155 only were above 600 tons burden.

In regard to those parts of the coasts on which the wrecks and casualties on and near the coasts of the United Kingdom happened, it will be seen that, as usual, the greatest number occurred on the East Coast. Thus:—East Coast, 793; South Coast, 201; West Coast, 397; North and West Coasts of Scotland, 32; Irish Coast, 125; Isle of Man, 12; Lundy Island, 5; and Scilly Isles, 10.

During the past ten years it is clearly shown that westerly winds have been far more destructive than easterly winds, the most destructive being from south-west. It should, however, be remembered that westerly winds are far more common than easterly winds.

It appears that in 1871, 856 wrecks happened on our shores when the wind was at force 6 or under, that is to say, when the force of the wind did not exceed a strong breeze, in which the ship could carry single reefs and top-gallant sails; that 149 happened with the wind at forces 7 and 8, or a moderate to a fresh gale, when a ship, if properly found, manned, and navigated, can keep the sea with safety; and that 528 happened with the wind at force 9 and upwards; that is to say from a strong gale to a hurricane. In other words, 856 happened when the wind was such that a ship could carry her top-gallant sails; 149 when a ship ought to be well able to hold her course; and 528 with the wind at and above a strong gale.

In the Appendix to Part I. of the *Register* is given a new Table detailing the wrecks and casualties, numbering altogether 243, which happened in 1871 to sea-going vessels in rivers and harbours of the United Kingdom, including all casualties which happened above the mouths of the rivers. Of these 25 were total losses, and there were 147 collisions, 4 founderings, 54 strandings, and 38 miscellaneous cases. The greatest number happened in the River Mersey, above New Brighton, where there were 53 collisions, 14 strandings, and 3 casualties from other causes, six lives being lost from all the accidents. In the Thames above

Gravesend, there were 25 collisions, 2 vessels stranded, and 9 other casualties, without any loss of life. In the River Tyne, there were 18 collisions and 4 other casualties, with a loss altogether of 8 lives. The only other cases where loss of life happened in our rivers and harbours to sea-going vessels were in the Clyde, where 11 casualties occurred, and 1 life was lost; and in Llanelly Harbour, where 3 partial wrecks took place, resulting in the loss of 1 life—the total number of lives lost in these cases thus amounted to 16.

As regards collisions off the coasts during the year 1871, 24 of the 351 collisions off the coasts of the United Kingdom were between two steamships, both under weigh, and 33 of the 147 in harbours and rivers were also between two steamships, both under weigh.

The accompanying Wreck Chart shows clearly the site of each of the 1,575 wrecks in 1871. It must be a matter of singular interest to trace on this document the work of destruction, which in money value covers at least two millions sterling.

In regard to the lives lost to which we must now briefly refer, they are far beyond price. They numbered 626 last year from the casualties alone on our own coasts. This is 148 less than the number lost in 1870, and less than the number lost in any year since 1864. The lives lost in 1871 were lost in 135 ships; 97 of them were laden vessels, 34 were vessels in ballast, and in four cases it is not known whether the vessels were laden or light. 106 of these ships were entirely lost, and 29 sustained partial damage. Of the 626 lives lost, 96 were lost in vessels that foundered, 131 through vessels in collision, and 319 in vessels stranded or cast ashore. The remaining number of lives lost (80) were lost from various causes, such as by being washed overboard in heavy seas, by explosions, &c.

This leads us to the bright spot on the *Wreck Register*—the services of the Life-boats of the National Life-boat Institution and the life-preserving apparatus of the Board of Trade. To these, and other services in saving life, we are indebted for the rescue of 4,336 lives during the past year; and no one can doubt that the larger share of peril and exposure fairly belongs to the crews of the Life-boats, the boats being mostly called on to render their invaluable aid when all other kinds of succour would usually be hopeless.

It is certainly an exciting sight to watch, through gloom or through spray, the slow but steady progress of the Life-craft, the dogged and resolute pull of the rowers, the maddening resistance of the waves, which it needs but small imagination to endow with an indignation that such a group, in such a cockle-shell, should presume to challenge the force

of ocean. But the Life-boat holds on, and is descried from the vessel, and there is another voice in the shouts that welcome and encourage her, and they are echoed by the eager gazers on shore. There is the long period of uncertainty ; it seems ten times its real length, and men mutter their doubts whether she will ever reach the ship, but English pluck and strong will, as in a thousand other instances, prevail, and the crew is saved, and the sea baffled of its prey. No one who has ever felt his heart beat fiercely as he has watched this fight between man and the element, and has seen the victory given to the former, but must feel that such a battle must be fought scores of times by the champions of humanity this coming winter.

Our coast boatmen and fisherman are deserving of all praise, for they are ever ready to assist, not only in the Life-boats, but in their own open boats, in this good work of saving life when imperilled in cases of shipwreck.

For the purpose of saving life from shipwreck, there were at the end of 1871 on the coasts of the United Kingdom 281 sets of rocket and mortar apparatus, wholly provided and paid for by the Board of Trade out of the Mercantile Marine Fund ; and there were at the same time 264 Life-boats. Of these Life-boats, 233 belonged to the Royal National Life-boat Institution, and 31 to harbour authorities, beachmen, &c.

Nine Volunteer Life Brigades and 129 Volunteer Life Companies have been formed for the purpose of enabling persons residing on the coasts of the United Kingdom to acquire a knowledge of the rocket apparatus, and of the method of using it in cases of shipwreck, independently of, or in co-operation with, the Coastguard and the Receivers of Wreck ; and their testimony in favour of the utility of the rocket is as general as that expressed in regard to the admirable Life-boats of the National Institution.

The work of mercy carried on by the Society is extending every year. Wherever a point upon our coast can be found at which a Life-boat can be stationed, there are stout hearts and firm-set frames to fill it. Since the first establishment of the Life-boat Institution, it has contributed, by its Life-boats and other means, to the saving of over 21,000 lives from shipwrecks on our shores.

THE FIRST CRUISE OF THE SIREN.*

A NARRATIVE OF YACHTING ADVENTURE BY A VETERAN YACHTSMAN.

CHAPTER XIII.

ALMERIA.

"The Sabbath comes a day of blessed rest
What hallows it upon this Christian shore?"

SIR HARRY was very particular, whenever the weather would permit, even when at sea, to have Service on board every Sunday. Now of course when they lay at anchor in a safe roadstead there could be no excuse for not having it, accordingly at 11 h. a.m. all hands except a single seaman left on deck as an anchor watch, mustered in the cabin: The crew numbered sixteen all told making with Madlle. and her maid, Sir H. and his friend twenty souls on board. Sir H. at breakfast had mentioned to Madlle. the usual practice on board the Siren, hardly expecting she would care to be present, as he doubted not that she was a Catholic, though perhaps not a very strict one. She however speedily undeceived him stating that she had been brought up a Protestant, her family having come from the neighbourhood of Pau, where from the time of Henri Quatre downwards the reformed faith has had many followers. Even Nanette appeared, she being a Protestant like her mistress and although she probably was not able to understand a great deal, she proved a most attentive listener. Arden though himself a Presbyterian yielded to what he knew must be the predilection of his crew, who with the exception of Muir and the steward were all Englishmen, and read to them the morning Service of the church. Maxwell's share of this were the lessons: Sir H. concluding with a short sermon which he read from a volume specially adapted for the use of "those who go down to the sea in ships." The whole lasted not greatly beyond an hour—Sir H. thinking perhaps from having suffered severely from a contrary system—that brevity was an important element in religious instruction as well as in wit. After the service was over, Maxwell went on deck, and found his countryman Muir whom he had missed from

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cabin seated on the bitts, keeping anchor watch, and at the same time solacing himself with the perusal of a publication, consisting of a few pages of paper stitched together.

"How is it, Wull, I never see you in the cabin on Sundays?" for he had noticed his absence on all previous occasions since they had joined the schooner. "You surely can't be required to keep anchor watch every Sunday."

"Deed, Mr. Maxwell, I think I'm a hantle better employed readin' my bit o' a beuky here, than hearin' Maister Hairry deavin' fouk, wi' his cauld kail het again. Naebody can hae mair reverence for the Sabbath day than I hae, but when I gang to the Kirk, I like to hear somethin' that comes frae the minister's head and hairt, an' no clauts o' cauld parritch oo't o' a printed beuk."

"It's all taken from the best of books, Wull, and if you were not the most unreasonable and narrow minded of Free Kirk mortals you would admit the superiority of the prayers in the Service Sir H. has just now read, to all the Rev. Reuben Mactavish ever uttered."

"Na, na, Maister Maxwell, that jist the judicial blin'ness that has fa'en on you Residuaries, for despisin' the day o' grace, an no comin' oot o' the auld Babylon at the disruption, as ye or yer forebears ocht to hae diu.' I'm wae to see Maister Hairry, the son o' a upright, pious man, a rulin' elder in aughteen hun'er and forty-three and wha cam oot o' the auld leeven wi' Chalmers, Candlish, Cuninghame, and the lave o' chosen martyrs, readin' *Pater Nosters* and *Ave Maria's* oot o' a mess book jist like a Papist. But what else could come o' keepin' company wi' play actresses, opera dancers, and sic like idle sluts."

"Madlle. was there to day in the cabin as devout as any of us. I thought you had got over your unreasonable prejudice against her. She's no Papist at any rate."

"Oh Papist or nae Papist, I'se warrant she'd be there to please Maister Hairry, and if there had been but a box o' penny whistles aboard like what they Englishers profanely put in their Kirks, dootless she wud hae been liltin' awa at it a the mornin', like a lavrock; it's a mercy we'r saved that awfu' desecration ony wy. As to my hae'in a prejudice against her, I hae nane. She's a weel faured quean, the mairs the peety, and weel eneuch in her ain place, but she's been our lang here. She sud ha' gain ashore at Giberaltar. Its no dacent for an elder though he be but a young ane, to be hailin' sic cattle aboot the warld wi' him. It's a scandal and a disgrace and depend upon it Maister Maxwell you'll get the wite o' it laid at your door, so try and get this mended, or waur comes o' it."

"Sir H. must do in his own yacht as he likes" said Maxwell, "I am but a guest myself and it's no business of mine who he carries with him. Why don't you give him some of the sage advice you so liberally bestow on me? But you know well enough if you were to try that, it's you that would have to quit the ship and not Madlle. But what's this you'r reading Wull?" wishing to change the subject for his caustic remarks upon Natalie were now as unpleasant to Maxwell as they could be to Sir H. himself and he only submitted to listen to them, because he knew they originated less from dislike to the subject of them, than from his warm attachment to Sir H. and a desire to promote his best interests in every way he could.

"Weel" replied Wull handing Maxwell the tract he had been perusing, "its unco guid readin'. I got it frae William Williams the auldest man in the ship, and tho' he be a Welshman and a Wesleyan and may be no a' the gither soond in his Deeveenity, the best man in't."

This was a remarkable admission for Wull to make, and he seemed to think so himself, for he added after a slight pause "any wy among the Englishers." The title of the *brochure* that pleased Wull so much was somewhat peculiar. It was "*Simple directions for reaching the main top of Heaven by the futtock shrouds of faith, instead of trying to crawl through by the lubber's hole of carnal works.*"

"Have you any more of this sort of thing about you Wull?" asked Maxwell.

"Ou' eye, I hae ane in my pooch, I hae jist finished, gin you like to tak a reading o' it ye'r welcome—Williams has plenty mair o' them, he tries whiles to read them in the fo'castle on a Sabbath afternoon, but the neer do weels there are no that fond o' listenin 'tae him. They'll hear him for a wee, but they canna comprehend what he means, for sailor men are no unco gleg at the uptak in religion or any thing else that's for their guid."

Maxwell took the tract which he found was entitled "*Self reefing topsails or lessons in humility for a Sailor*" and put it in his pocket for future perusal, and bidding Wull good afternoon walked aft to see what Sir H. was going to be about. He found Madlle. sitting immediately abaft the companion and Nanette by her side seeking shelter from the keen east wind still blowing. They had a book open between them and Madlle. appeared to be instructing her *soubrette* to read and follow the English service, which she had just heard for the first time this morning.

Nanette was a modest retiring little girl and came but little out of the after cabin, so that Maxwell had really seen very little of her since she came on board. A greater contrast than she presented to her mistress

in point of height could not well be, for while Madlle. stood good five feet eight inches Nanette could have but little exceeded five feet nothing. Her complexion was as great a contrast as her figure. She had hair of decidedly a reddish tinge, blue eyes and a fair skin, a good humoured face and a mouthful of white teeth. Like her mistress she was always neat and tidy in her person and was most orderly in all her arrangements. on this she had been well trained by Natalie with whom she had been almost ever since she was a child, being now little more than eighteen. She was devotedly attached to her mistress who indeed treated her more like a friend than a servant. Altogether a neater tidier, little handmaiden than Nanette could scarce anywhere be found. Maxwell thought mistress and maid too well occupied to interrupt them, so without passing the companion he went below and found Sir H. reading in the main cabin. On his enquiring if he meant to go ashore this afternoon Sir H. replied that he did not think of it, as they were lying a long way from the shore and the wind would be right in their teeth coming back. He would rather wait till next day when the wind might perhaps have fallen, though from the look of the sky and the heavy sea that appeared to be coming round the Cape, he opined they would have a good dose of easterly wind, especially as the glass was keeping well up; if Maxwell however wished a boat it was of course at his service. He, like most sensible men having no particular love for east wind, resolved to remain on board, the more particularly as he understood there was nothing of much interest to be seen in Almeria unless an old Moorish Palace of Boabdil el Chicho could be considered so. From the sea the Town looked small and its white flat roofed houses with some palm trees scattered among them strongly recalled its old masters the, Moors. It was indeed long in their possession, being one of the last places taken by the Christians before the fall of Granada

It is now chiefly known for its fine bay which forms a most convenient harbour of refuge for vessels caught in an eastern gale in their voyage up the Mediterranean. Extending from Cape de Gatte on the east to Point Elena on the western shore a distance of some twenty miles, it is very open to the south and when the wind comes round to that direction as an anchorage it becomes untenable. It is however safe enough while the wind keeps to the nor'ard of east. The ground being clean, the depth of water moderate, and the space ample, it is easily got out of, when there is a necessity for being off in a hurry. Cape de Gatte which stretches a long way to the south'ard and indeed forms the anchorage, owes its name according to an old traveller—a certain Welshman rejoicing in the strange apellation of Udal ap Rhys—to the great plenty of agates,

found near it. But we had better quote Taffy's own quaint words "The mountains and promontaries near it (that is Almeria) are noted for producing a great quantity of precious stones, insomuch that the next promontary to it is called the Cape of Gates, which is a corruption from the word agate, the hills thereabouts abounding in that sort of precious stone as well as emeralds and amethysts, granites or coarse rubies, and extremely curious alabaster in the mountains of Filaures." However ingenious this theory of the travelled Welshman may be, it betokens but small acquaintance with the Spanish tongue, Cape de Gata as it appears on the charts, unquestionably means the Cape of the female cat, not the Cape of Gates as he called it. It is extremely probable that there are more tabbies than precious stones in the vicinity.

Madlle. and her *fille de chambre* soon came down both looking very much chilled by the cold wind on deck. As they entered the main cabin Natalie asked Sir H's permission to take Nanette into the galley to warm her little nose which said she "is nearly as red as her hair," besides added she "I have just seen the steward take two very nice Gibraltar chickens from the larder under the taffrail, and I promised the cook some hints on the composition of a *fricassée* when he got a fresh supply of poultry on board. You have no objections I suppose?"

"Quite the contrary—no better dish than a well dressed *fricassée des poulets*, but where have you acquired all this extensive knowledge of culinary art Madlle.?" asked Sir H.

"Oh," replied she laughing, "I served a regular apprenticeship at the Trois Freres, so that if I failed to gain a living by my feet, I might at least have a chance of doing so with my hands, a taste for eating being a much more generally diffused one, than that for dancing," saying this, Madlle. taking Nanette with her, passed through the cabin and entered the galley. Shortly afterwards Sir H. finding it cold even in the cabin looked in to tell the steward to light a fire there, when he found his guest with a napkin fastened round her waist, instructing the cook how a chicken should be artistically cut up, a somewhat delicate task as a preliminary to its being cooked as a *fricassée*.

She soon however, returned to the main cabin where she found a cheerful fire blazing in an open grate placed on the after bulks-head. This arrangement had the effect of heating and keeping free from damp the afterpart of the vessel. To aid in this, a door opened into the passage which led to the ladies' cabin, from the shaft which contained the funnel of the cabin fire place, and a most useful receptacle this proved to be for hanging up pilot coats and pea jackets, which had imbibed too much

moisture in rough weather on deck, the funnel being carefully protected by lead sheeting so as to prevent any risk of fire.

Madlle. was soon busily engaged with a book—an English one of course—for although there were French books on board, she was too intent upon acquiring a thorough mastery of our language to waste her energies on any other. As she turned from time to time to ask the exact meaning of a phrase or the correct pronunciation of a word, it perhaps occurred to Sir Harry that all that anxiety to speak English correctly arose from a latent hope of some day or other becoming Lady Arden.

If I am ever honored so much as to have lady readers, will they not be inclined to exclaim here, "Oh, the vanity of these horrid men."

CHAPTER XIV.

THE TERTULLIA.

"Such classic *pas, sans* flaws set off our hero,
He glanced like a personified bolero."

NEXT morning the Bay of Almeria was unruffled even by a single cat's-paw, notwithstanding its vicinity to the Cape of the Cat. It was indeed a stark and hopeless calm: This was a great disappointment to the owner of the Siren and his friends, as they were all anxious to be well quit of the Peninsula and its ports. There was however, no help for it and laying the philosophical unction to his soul, that what can't be cured must be indured, Sir H. after breakfast ordered the gig to be got ready, as he thought they might as well take a look of the old Moorish fortress when so near it. Maxwell willingly agreed to accompany him, but it was thought more advisable that Madlle. should remain on board in case of accidents.

On reaching the landing place, some difficulty arose about *pratique*, and it was only by the intervention of a polite Spaniard who happened to be passing at the time, and who seemed a man in authority that it was at length got over. On Sir H. expressing his thanks to the stranger, he said in French for he spoke no English, that if it would not be putting Sir H. to inconvenience, he would be very glad if an opportunity could be given in the course of the day of showing the yacht to, a young lady, a friend of his daughter's then on a visit to Almeria. She he added usually resided at Madrid, and in consequence never had an

opportunity of seeing a yacht. She had remarked the graceful outline of the vessel in the Bay yesterday, and had expressed a desire to see her on learning that she was supposed to be an English yacht. This request was rather a poser to Sir H. in consequence of Madlle. being aboard, but still it was impossible in the circumstances to make any but one reply to it; and as it is always better when a thing has to be done at all to do it with a good grace, Sir H. offered to send a boat ashore for the gentleman and his friends at any hour they liked to mention. It was then about eleven, and in a couple of hours afterwards they could be ready, the Spaniard said, to go off to the yacht. Sir H. mentioned that hour would suit him very well, as he meant to sail in the afternoon, if a breeze sprang up.

The exploration of the town took them but little time, for there is nought but the Moorish remains—and they are not much to be seen. Giving a passing thought, perchance of regret for those times

“When proud Granada fell, and forced to flie
Boabdil wept,”

and a race far ahead of their conquerors in culture and civilisation had to yield to the rough soldiery of Arragon and Castille, they returned to their boat and went on board. Madlle. on hearing of the impending visitation, declared she must try and pass muster for an English-woman, as that would allay suspicion, and she hoped that as now she had in a great measure got over the bad habit of mixing French and English together, she might succeed.

The Baronet thought it would be necessary to offer their visitors luncheon, though he doubted if there was anything ready to give them.

“Leave all that to me,” cried Madlle., “James and I will arrange it nicely, but I must go and make some change in my costume. You shall see me dress for the *role* of a model English girl in perfection.”

Madlle. immediately disappeared in the recess of her own cabin and nothing more was seen of her on deck until the gig was announced as returning, with their Spanish visitors in the stern sheets. When she came aft to where Sir H. and his friend were superintending the rigging of an awning over the afterpart of the schooner's deck, nothing could exceed the simplicity of her attire, and an English *pater familias* even of the strictest type might have been proud to acknowledge her as his daughter.

When the gig came alongside, it was found to have on board been the elderly gentleman the Baronet had met on shore, two very young women, and two younger men, both gentlemanlike fellows enough. The senior introduced the best looking of the girls as his daughter a

and one of the young men as his son. The second day he introduced as the visitor from Madrid, and the other gentleman as a friend from Carthage, whom they had he said, ventured to bring on board as an interpreter, for he spoke English very well being connected with the English Consulate there. Sir H. in return introduced himself as owner of the yacht, and Maxwell and Madlle. as two friends who were cruising with him. Madlle. and Maxwell being thus coupled together, the visitors naturally enough took them for man and wife, and when Natalie spoke to the girls in French for they knew no English, they always addressed her as Madame. It was difficult to correct this mistake without an awkward and it might be a dangerous explanation, so she submitted to the brevet rank they had bestowed on her, with the best grace possible.

The Baronet and his friends politely escorted their visitors over the deck of the schooner explaining all that was necessary. Sir H.'s French was none of the best, but he managed to make himself understood and to understand his visitors, although their conversational powers in the French language were not very superior to his own. But it is often easier for a foreigner to understand a foreigner speaking a language with which neither are very familiar, than a native who speaks too fast and too fluently to be rapidly followed. Maxwell who spoke French better, did the agreeable to the daughter of the old Almerian who really looked very bewitching in the black lace mantilla which she wore instead of a bonnet—her dress was also black.

“For as you know, the Spanish women banish,
Bright hues when out of doors, and yet while ware,
Around them (what I hope will never vanish)
The Basquina and the Mantilla they,
Seem at the same time mystical and gay.”

Her companion from the capital had unwisely discarded the natural costume, as being now out of date and old fashioned, but she had made a great mistake in doing so, for she did not look half so well as her provincial friend. Yet she was a nice looking girl too, and in the same becoming costume would have looked doubtless as well.

After completing the survey of the deck, Sir H. gave his arm to the Madrilena and led her below. Maxwell performing the same duty to his friend of the mantilla, Monsieur le Pere escorted Madlle. and they all descended to the main cabin. The Baronet was not a little surprised to see the metamorphosis that had been accomplished there in so short a time under the energetic guidance of Madlle. On the table was spread a splendid luncheon, the most conspicuous dish being a *Mayonaise* at the foot. In the centre of the table was placed a bouquet of extra-

ordinary freshness and beauty, seeing that it had come all the way from Gibraltar, though—no doubt owing to the great care Madlle. had taken of them—the flowers looked as if they had been gathered but that morning. The lamp which hung from the centre of the skylight was also decorated with green wreaths and flowers, while the walls of the cabin were ornamented with a series of extremely clever water color sketches in neat frames which were quite new to Sir H. They chiefly represented coast scenes and marine subjects, and though not highly finished were obviously the work of a superior artist. The cabin had thus quite a festive look about it, and their Spanish guests were loud in their expressions of surprise at the appearance of comfort and luxury which met them on entering.

"*Quelle belle chambre !*" exclaimed Maxwell's companion, as she pressed his arm in astonishment, "*mais ou sont les chambres a couche je ne vois pas de lits ?*"

Maxwell who was bent on magnifying the magnificence of his friends yacht, explained to her that she would see them after she had visited the saloon, and that the cabin they were now in was only the *le salle a manger*.

Madlle. then led the way to the after cabin, where Nanette looking as smart as a black silk dress, erst the property of her mistress, and subsequently rased as they do the line of battle ships, by her own hands to suit the exigencies of her neat little figure, and a very tiny lace cap trimmed with blue ribbons placed on the very back of her head could make her, acting as *aid de camp*.

The after cabin of the Siren was large and spacious, and looked extremely pretty with its light bird's-eye maple wood work, and fresh green Utrecht velvet finishings. Between it and Maxwell's state room, was a little dressing closet with appliances for washing, &c., so when the bedding was stowed away, here, as it always was during the day, the cabin looked quite the drawing room Maxwell had described it to be. Madlle. had not expended all her flowers on the main cabin, for from the centre of the skylight in the after cabin hung a most tasteful basket containing a portion of her Gibraltar bouquet. After they had sufficiently admired this really pretty cabin, the gentlemen left the ladies to put aside their hats and cloaks, and with Nanette's assistance smarten themselves up for luncheon, which was now ready.

When they returned to the main cabin Maxwell remarked that Madlle. with that care for appearances, even in small matters which so remarkably distinguished her, had taken the opportunity when removing her gloves to shift the fine old opal and diamond ring she always wore on her left hand,

and which on this occasion was the only one of any kind she had on, round on her finger so as to hide the stones and give it exactly the appearance of a wedding ring. This she had done he had no doubt the better to be in keeping with the brevet rank of Madame which had been conferred upon her by their visitors. He certainly had no cause to be ashamed of her as his wife, for simple as was her attire she looked as well as he had ever seen her do, and appeared in every point the lady he really believed her to be.

The luncheon and the Baronet's champagne having had ample justice done them, they were all in capital spirits, and Sir H. suggested that Natalie should give them some music. She had her doubts about the propriety of this, as singing French and Spanish songs, and playing so well as she did on the guitar were not very common accomplishments for English Ladies to possess. Still it seemed churlish to refuse. After she had sung several songs with much approval, she persuaded the Madrilena to take the guitar and she proved herself no mean performer though her voice was not equal to that of Madlle.

Monsieur le Pere waxing genial with the wine and music asked Sir H. if he had ever seen the Bolero danced, when he was obliged to confess he never had.

"My son and daughter are considered as good performers as the province of Murcia can produce, and as our young friend from Madrid is familiar with the music I see no reason why they should not exhibit their talents for your benefit." This proposal met with general acceptance and as the evening was singularly warm and still, it was agreed to adjourn to the deck, and have the dance performed under the awning. To give room for this Sir H. had the binnacle removed and the tiller taken out of the rudder head. Madlle. on her way up looked into her own cabin and found another guitar on which she offered to accompany their young visitors in playing the music of the Bolero which she knew very well. Indeed she could have danced it, for that matter as well, if not better than any of them for she had made it her special study, meaning to create quite a sensation when she visited Spain by her performance of it. The two musicians seated themselves on the after grating and the dancers in front and commenced. It is told of the clergy of Toledo, that once on a time they wished to put the Bolero down on the score of immorality. The dancers claimed, and were permitted the privilege of giving a performance in evidence before the court, when the music began, the Bench and Bar shewed symptoms of restlessness, and at last casting gowns and briefs away both joined in the irresistible capering. The dance since then, seems to have lost none of its popularity for scarce had

the young Almerian couple got beyond the preliminary *pas* and the two musicians their guitars into full harmony, ere Monsieur le Pere and his young friend from Carthage unable longer to keep their seats, got up and joined in the fascinating amusement with great activity and some skill. Even the Madrilena though her hands were fully occupied with the music, might be said in a manner to be dancing too, for she kept time with her foot to every movement of those actually engaged. The performance of the younger couple was extremely graceful and elicited repeated marks of applause, not only from Sir H. and Maxwell but from the crew, who had collected round the main mast where the awning ended, to witness it. Even the comely countenance of little Nanette was visible smiling approbation from the companion where she had taken up a position which enabled her to see the dancers.

After the curiosity of the spectators was satisfied with the Bolero, the good natured performers attempted the Fandango but with that they were not quite so successful not being so familiar with it as the other. Nor is it in itself so picturesque and graceful a dance. Having at length tired themselves out as well as the musicians, they were glad to seat themselves and partake of the coffee the steward handed. While this was being done Dawson came up to Sir H. and touching his cap offered his own and Wilson's services as a band if the ladies would like more dancing. He modestly added, that though he could not boast of being much of a performer on the violin he could yet manage a few of the more popular quadrilles, waltzes and gallops indifferently well, while Wilson was able to play a tolerable accompaniment on the cornet. Their visitors being in no hurry to go ashore, were quite willing to prolong the afternoon's amusement. So the mate and his coadjuter were speedily dispatched for their instruments. It was resolved to commence the ball with a set of quadrilles but the want of a fourth lady was a serious difficulty. Maxwell immediately thought of Nanette sitting in the cabin all alone, and who doubtless loved a dance as well as any of them. He immediately went below and found her all by herself and apparently disconsolate enough.

"Come along Nanette and dance with me" he cried in French seizing her by the hand.

"*Non, non Monsieur pas de tout*" but we may as well translate "I never dance at least not when my mistress does."

"Oh, your mistress won't be displeased if you come now, we want a fourth couple and there is nobody but you to make it up, come along!"

But Nanette was still obstinate. He tried to coax her by praising her dress and her cap. She had no objection to this, as like her mistress she

rather liked a little admiration, but come she would not. Provoked at her obstinacy he put his arm about her little round waist, for though plump as a partridge she had a very neat figure, and managed to half lead her, and half pull her to the foot of the companion stairs, where she again made a dead halt.

Maxwell, annoyed, whispered in her ear, "Nanette, you lace yourself too tightly, that is the reason you won't dance." This allegation, like all women similarly accused, she indignantly repelled saying she never did such a thing in her life. However the mere suspicion of it seemed to have such an effect upon her, for he at length got her upon deck blushing like a peony rose. He led her up to her mistress and told her that she must order Nanette to dance for there was no other way of getting a fourth couple. Natalie asked the other ladies if they had any objections, and as they had none Nanette took her place in the dance, and in her inmost soul was delighted at the thoughts of a hop which she dearly loved. She proved herself a capital dancer and did not lack for partners, the Spaniards even to Monsieur le Pere all danced with her, and complimented her much on her performances. She enjoyed herself immensely and felt quite grateful to Maxwell for thinking of her. The dancing went on briskly for sometime, as the music though of course not quite equal to Strauss was wonderfully good considering who were the performers. The Baronet devoted himself very much to Natalie, for he had made the discovery that he was able to get on in waltzing better with her, than any body he had ever danced with before. He was not by any means a first-class dancer, his ear being somewhat defective, still he was fond of it, though his success in round dances had hitherto been so small that he rarely attempted them. With Madlle. as a partner he felt that for the first time he really enjoyed waltzing. Her tall figure suited his own great height, while her remarkable muscular strength for a woman enabled her to take the lead in the dance, and rather support and guide her partner than he her. This joined with her perfect correctness of ear and mastery of the saltatory art, enabled her to correct Sir H.'s mistakes, and make a very smooth and creditable performance out of what would else have been otherwise a very rough one. They indeed looked a winsome couple, as they glided along she apparently leaning on Sir H. though she was in truth the guiding spirit of the dance.

As they passed close by where Maxwell was sitting with the Madrilena with whom he had been dancing, she whispered to him the most unbounded admiration of "*la taille tres svelte et tres gracieuse of Madame sa femme.*" "How well, too, she dances," she added, "I have seen no one equal to her off the stage."

This was a home thrust, though doubtless an unintentional one, which Maxwell found difficulty in parrying, so he turned the conversation to some other subject.

The shades of evening were now beginning to fall and Monsieur le Pere requested Sir H. to order the gig to be got ready to take them ashore—with his usual hospitality, Sir H. insisted they should first go below and take some refreshment after the fatigues of the dance. The ladies then resumed their cloaks and they left the Siren with many expressions of thanks to her owner and his friends, *Monsieur and Madame Maxwell* for their kind reception.

(*To be continued.*)

THE LOG OF THE FOAM.

IT FELL out that on a dreary morning late in the autumn of the year just past, while seated in a comfortable easy chair over a glowing fire—legs well stretched out—heels on footstool—vertebral column forming an angle of repose (say 45°) with the plane of the library floor,—cat softly purring on the rug; my cogitations were disturbed by the entrance of a female member of the family.

FEMALE.—“I’m going to dust shelves this morning, some of those upper shelves have not been touched for ages.”

MALE.—(Softly sighing) “Oh—oh” (takes up the *Quarterly* and reads.)

FEMALE.—“I’ll not disturb you.”

MALE.—“You’d better not” (comparative tranquility for five minutes.)

FEMALE.—“Oh dear! these top shelves *are* a great trouble” (struggles, followed by clatter,—clatter,—flop,—flop,—clatter.)

MALE.—“Do stop that row or I shall have to turn you out! You’ll hurt yourself.”

FEMALE.—“Do come and pick up these plaguy books.”

MALE.—“No my dear, I shant.” (Reads on.)

FEMALE.—“You’re a lazy fellow.” (Trips lightly down from her exalted position)—a pause.

FEMALE.—“Why!—what in the world are these dirty, dusty.” (smells) “pah—little books tied up in some horrid—pah—tarry twin.”

MALE.—(Aside rapidly collapsing) “Oh, my stars! the Foam’s log, now I’m in for it!” (aloud, and mildly to remove suspicion) “Never mind child, never mind, stick them up again.”

FEMALE.—(Reading slowly and emphatically) “Foam’s log—diarie &c.—18—.”

From that moment I knew 'twas all up. I had not even time to fortify myself. In half a second ten small fingers were buried knuckle deep in my hair.

FEMALE.—“You incomparably, indolent old creature, you never told us of these notes, and it has ever been pump, (squeeze) pump, (tighter pressure) *pump* (excruciating wrench which produces a roar that made the cat jump), to get anything out of you about that voyage in the Foam; and here it is all the time in black and white—you deserted us for a *whole* summer—”

MALE.—Apologetically). “Two months only—oh !” (the rack again.)

FEMALE.—“Silence sir,—and have never given us the gratification of knowing what you saw, or what you did ! Ought you not to be ashamed of yourself—and you might have written a nice book too !” (precisely what I dreaded undertaking, and my principal object in concealing the M.S. from a too partial sisterhood.

Here the female got pathetic, and I became filled with remorse for my reticence, and made vows. Female disappears with the note books.

Before I had time to reflect on the probable consequences of her departure I heard a rush as of many petticoats across the hall—the sanguinary cheers of an excited infant, and the bark of a small dog—I am lost !

I rush to the door—too late—the key is on the other side—the enemy is upon me—the whole female population—the boy and the dog !

I never rose from the rug on that eventful morning, until I had solemnly promised to write—

“THE LOG OF THE FOAM.”

DEAR Reader,—Have you ever experienced the high enthusiasm of authorship (in prospect) as, on your return from a summer tour you survey your well filled and carefully kept journal, with its many pretty sketches—witty delineations of character—suggestive jottings—(to be filled in at leisure) and collecting all your materials about you, you actually sit down at your comfortable library table in your bachelor's home to commence your book.

Two, perhaps three days of enjoyable labour bring you to the close of your third chapter. On the fourth day the inspiration being low, the notes a little confused, and—on the whole the work a little tough and dry—you succumb to a trifling interruption and the book does not progress. The fifth day and there is a fine spasmodic effort which soon ends in a gaping dulness, with many expressions of pity for those who *have* to write in spite of the absence of inspiration, and the presence of

weariness, painfulness, anxiety, and perhaps a bilious attack. The sixth day—and a mere trifle diverts you from your task, and thus little by little the bright picture fades; books and materials are laid aside, memories become dim, darkness overspreads your embryo creation, and finally the vision vanishes, and the book is forgotten!

Days and months fly by—perhaps years—when in some idle moment with a laudable determination to signalize yourself, you seize the forgotten and dusty M.S. and with a stout heart you again set to work. But alas! strong impressions of recent events which would formerly have filled up a thousand gaps and given life and vigour to the painting, have receded into the dim distance and that which stood out in time past in all the sunshine of vivid recollection, is now like chaos without form or shape; and hopelessly, as the benighted traveller surveys in the obscurity before him an undefined and tangled maze of brushwood crossing his weary path, so with hair on end you survey what appears now to your perplexed senses an almost unintelligible jargon of unconnected sentences uninteresting witticisms, and vapid and meaningless caricatures. With somewhat of this feeling I sat down before the almost forgotten “Log” but as I steadily persevered at my labours, light came, the dim and faded outlines of the picture assumed definite forms; and though obliged, as I worked on, to omit much which at an earlier period would have stood out in attractive tints to embellish my sketches, I have—if I may be permitted to change the metaphor—framed, planked, and rigged my bark, and now launch it on the crowded stream of ephemeral literature, to sink or swim as the case may be.

In the year 18—having determined on a cruise round the coast of Ireland, some portions of which are quite as wild perhaps as any seaboard in the world,* I invited by letter two friends to join me in my expedition—both old navigators and men after my own mind. But unfortunately both were *engaged*, one on the west coast of Africa, whither my letter had followed him; the other over head and ears in a troublesome law suit which would occupy his entire time and attention for some months.

Disappointed here, I determined to go alone in a suitable craft—smaller than I had originally intended, taking with me only one efficient boatman. This would be quite enough to manage a yacht of six or seven tons; and for a good fast sailing sea-going vessel of this size I immediately commenced a search.

A friend at Portsmouth, cunning in yachts, was immediately put on the alert, while I examined a few ports in my neighbourhood along

coast of Devonshire, but without success. Time flew on, the convenient period for my proposed cruise was fast drawing near, and I was thinking of postponing it until midsummer and getting a boat built, when the post one morning brought me a letter from my friend at Portsmouth, telling me of a nice cutter just put into the market, and advising me without a moment's delay to come and look at her.

I had just half-an-hour to pack up my traps and reach the station at B——, about a mile distant. This was cleverly accomplished, and I was at my friend's house in the afternoon—too late however, to transact any business. On the following morning we went to see the boat.

It was early in May, a pleasant warm breeze was blowing, the sun shone cheerily on the streets of Portsea, the busy docks and wharfs and the numerous small craft at anchor off the Hard; and I felt all alive and in thorough good spirits at the prospect of at length accomplishing my object, and getting off on my long anticipated cruise. Yet as I looked on the crowded and brilliant waters before me, with an endless variety of craft in motion on its sparkling waves, and thought of the pleasure of sailing in company, passing and repassing friends on this watery highway, for ever feasting the eye on the graceful movements and evolutions of vessels under canvas; my solitary cruise, I must say, presented itself for a moment in rather dull contrast. For I proposed to track a wild and almost shipless ocean, whose giant waves thunder against barren and desolate cliffs, and whose harbours of refuge are few and far between. But it was *something to be done*, and I tried to forget the attractive pleasures of the scene before me, in the novel and somewhat adventurous nature of my circumnavigating expedition. We soon found our boat, and an amphibious creature, to whom we were indebted for the discovery, informed us that the boat-keeper had just gone up to "The George," where the owner, Mr. H——, would be found.

The cutter was lying within pistol shot of the jetty at "The E——" hotel, Gosport, so as a preliminary step we got into a wherry and went on board to examine her.

She was precisely the thing I wanted, and had evidently been but lately turned out of the yard of a first rate builder, she was carvel built and coppered. Everything about her was in excellent order, beautifully clean and neat, and finished in the best style—but more of the Foam presently.

Our survey over, my friend returned to his business, while I set off for "The George" without delay, full of hope, but at the same time, as the beauty of the little vessel would likely tempt me to extravagance, fortifying my resolution not to exceed the sum I had determined to debit myself with.

As I reached the hotel, a clean looking sailor was having a parting word with a gentleman who stood on the step, his hands in his pockets, a small jerry hat cocked over his right eye, while the stump of a used up cigar lay mouldering at his feet.

I *felt* at once that the owner and sailing master of the Foam, stood before me.

I passed in, asked the waiter if Mr. H—— was in the house, and was immediately informed he stood behind me.

I lost no time in introducing myself and my business; and Mr. H—— telegraphing to the boatman to remain, brought me into the coffee room where we immediately fell to work.

The Foam was perfectly new, but a glance at the builder's account which Mr. H—— produced created a rapid fall in my mental barometer. I thought the little beauty—so exactly suited to my purpose—would slip through my fingers. I at once bid my maximum for her, stating that I had determined not to exceed that amount and should be very sorry indeed if Mr. H—— could not close with my offer.

He went out and spoke for a few minutes with the boat-keeper. Returning, he said that as his private affairs which had obliged him so soon to put his cutter into the market compelled him to leave Portsmouth in the morning, he would—though, as I was well aware at a considerable sacrifice—accept my offer *provided* I would take the boat-keeper, who was engaged to him for four months off his hands, he believed him to be both steady and respectable, and his testimonials were excellent. He was a native of Swanage, and knew the South Coast of England as well as any Channel pilot, further I was to take at first cost sundry charts, sailing directions, patent log, binnacle, &c., purchased for the use of the boat.

Exceedingly overjoyed, I did not allow any scruples of conscience to interfere in preventing my closing at once with Mr. H——'s offer. I was not to exceed so much for the *boat*, but had I limited myself as to my disbursement on account of stores &c.? certainly not. Another half hour settled the entire business, for Mr. H—— had all the memoranda of his various purchases with him, and we soon totted up the several items and closed our account. The charts and sailing directions, principally for the South Coast of England, I received from Mr. H——, the other articles were on board the boat to be delivered up by Peters.

I bade the late owner of the Foam farewell, and highly elated at my good fortune I returned with Peters to my hotel.

I have before mentioned that it was a pleasant day, warm and genial and as I again looked out in the dancing waters from the jetty I asked

myself "Why delay a moment in getting the boat round to B.?" No reasonable objection presenting itself in reply, I turned to Peters who stood beside me.

"Peters, how is the wind?"

"Just south-east, sir."

"Fair for the Solent?"

"Quite fair, sir."

"And the tide?"

"About three-quarters flood, sir."

"High water then about two o'clock?"

"Just then, sir."

"Are you ready to start at any moment?"

"Quite, sir, the few things I have, are on board the yacht."

"Then I shall not make any delay in getting round to B— Peters, so make every arrangement for a start at high water. I shall get some provisions ready; and have the punt here for me in an hour."

I walked into the coffee room and looked round for eatables; there was on one table a very nice ham, with a small, but neatly carved arch in its side, while a rather exhausted rib of beef reposed on the sideboard; I rang the bell, and told the waiter my wants, representing the urgency of the case and the necessity for provisioning my ship before 2h., p.m. After some hesitation, and a communication with the bar, the ham was conceded, and a cold roast fowl substituted for the beef. A few bottles of ale, some bread, biscuits, and a jar of milk, were soon added; a corkscrew, a couple of plates, mug, and an inexpensive knife and fork, completing the fit out.

By the time these arrangements were concluded and a hasty lunch disposed of Peters made his appearance.

The hotel "E——" has the advantage—or disadvantage as the case may be—of being nearly *afloat*, so that you may almost step into your boat from the coffee room window. Indeed I heard that on one occasion it was within an ace of being borne off triumphantly on the end of a man-of-war's jib-boom, the Leviathan having got into difficulties while working out to Spithead. There was no delay therefore in our embarkation from this aquatic tenement but the punt being very small a second trip had to be made for my traps.

We lost no time in stowing our cargo and putting things to rights, and were quite ready to get the anchor up at high water.

Soon a pretty little burgee flutters at our mast-head, the mainsail is cast loose, the gaff glides smoothly up the shining mast, the snowy canvas flaps in the lively breeze, and while the jib sheets are being

hooked on, I gaze with admiring eyes on the well cut sails, rich melon coloured spars, and snowy deck of my little vessel—no rust stains, no weather worn rigging, nothing to offend the most critical eye. Skipper and crew now clap on the cable, and when the anchor is “home” the jib flies up, the Foam’s head pays off—and hurrah—we’re away.

The water bubbles and hisses, swirling away in little eddies under our lee as we stretch across in the direction of Fort Monkton, and in a few minutes clearing the shallow water under the batteries, we bear up for Cowes in order to get a good slant through the Solent.

The sun shines pleasantly, the breeze is fresh, the water smooth, and the whole scene around us full of life and beauty. The various craft at anchor and under sail, the grim black hulls and huge squared yards of the motionless men of-war; wherries and steamers making their way hither and thither; all present different features of picturesque beauty in the light and shade of the jocund May day.

As we sailed pleasantly along, a cutter of about 15 tons ran down towards us working to windward. How pretty she looks, her low hull foreshortened, while her large mainsail, gaff-topsail, and head sails swelling out, seem almost to hide the tiny fabric which bears them so proudly, flinging the green water from her sharp stem, surrounding herself with a wreath of seething brine!

On she comes heeling gracefully over until her low gunwale seems almost hid beneath the white froth whizzing past her; and now she passes close under our stern, the sheets are eased off and bearing up on our quarter she seems inclined to try her speed with us.

But who is it who so skilfully steers the little vessel? A lady, as sure as petticoats are petticoats! dressed, too, in a nautical blue jacket with gilt buttons, black glazed hat and blue ribbon; while the quarter-master stands beside her, conning the ship.

We feel that defeat would be a double disgrace—yet we cannot do more than we are doing. Every square inch of our well set canvas is drawing to perfection, and under all present conditions of the elements we are at our maximum speed. The cutter hung steadily upon our quarter as if an iron rod connected the rival boats, and for some time our relative positions and distance remained unaltered:

Half-an-hour passed, and steadily we went along; at length just as the East buoy of Ryde Middle appeared to race away astern of us, the breeze freshened and the Foam drew slightly ahead. We had a grand bit of sailing now, and the cleft waters fizzed and rushed away from the sharp prows of the lively little yachts, while the breeze still increased and we rubbed our hands with glee. Peters had the helm and I was

keenly watching the race and noting the half-inch we appeared to gain each minute, when the capricious little cutter, which I fancy had come down the Southampton water, suddenly sprang up into the wind—sails, sheets and blocks flap, rattle, and rap, for a few seconds, the head-sails fly over, and away goes the little bark towards Gosport. Fickle and inconsistent young female ! I was vexed ; nevertheless I raised my cap to the fair helmswoman, and my salute was graciously returned.

But we soon lost our silver cup ; for just as we got opposite Cowes harbour a lugger ran out ahead of us, and bringing the wind on her port-beam, steered down the Solent. She was an immensely long boat with a great sheer and carried two large lugs, a mizen and jib. There were as many hands on board her as would have brought a four-hundred ton ship across the Atlantic. Her long hull was all painted white, and the clean swelling canvas above gave her a wonderfully light appearance. Alas for the Foam ! we had not legs for this fellow—suffice it to say that he dropped us gradually astern, and when abreast of Hurst hauled his wind and we soon lost sight of him behind the land. Shortly after however, we had the satisfaction of overhauling a pilot boat and a couple of wherries.

We were off Yarmouth between four and five o'clock, and while listlessly gazing at the town with its pretty wooded heights looking so quiet in the sunlight, I fell a-dreaming—or rather dream like memories connected with the scene before me, stole softly upon me and soon the long past details of a brief but painful history were slowly and sadly thought over—seldom *now* recurring to my mind ; but once—

Come then my friend beside me, lean for a few minutes on this gangway, and I will whisper in your ear a romance of real life, a true story. You will probably have known something similar, who has not ? My narrative is but one of a thousand such brief tragedies, circumscribed it may be within the limits of a few months or a couple of years, but—like the ripple which ever moves outward and onward from the calm centre when the stone has made its downward plunge into the water—far reaching in the misery that follows the act of a moment.

What I have to relate was little known beyond the poor heart that suffered, and a few faithful friends, who kept the sad secret locked within sympathising bosoms, whispering over at long intervals in some quiet moments their recollections of a loved one's sorrows and sufferings.

If it be a fair companion who stands beside me while I try to recall the closing scenes of a life which I firmly believe succumbed to the cruel sting of heartless falsehood and hypocrisy, let me speak even more gently ; and

my fair friend should I at any moment pause in the story of the sisters' trial and sufferings forgive my weakness; and let your own tender sympathies meet mine and join with me in the deep silence of sorrow—listen.

Years ago—how many I need not say—I was at Cape Town in South Africa, having just come down from the frontier on my return to England. My intention was to procure a passage home by the first available passenger ship.

While waiting for this opportunity, I passed my time in visiting friends to whom I had letters of introduction, and enjoying the hospitalities of the —— Regiment then quartered in the Castle.

On Sunday afternoon during my detention here I was leaving the Cathedral after the Communion Service when I observed close beside me an elderly lady, her daughter (as I supposed) and a tall handsome military looking man whom I had never seen before. I noticed the party at the time, simply I fancy because they were so close to me—passing through the church door at the same moment—and partly from being struck by the sweet and gentle expression in the face of the young lady, who I think leaned on the gentleman's arm—he looking the picture of gravity and decorum. This apparently trifling event soon however passed from my mind.

A fortnight elapsed, but no ship. Several had arrived in the Bay, but these were not regular passenger ships, and each had something objectionable as to captain or cargo.

One morning however, as I was lounging after breakfast on the jetty, I saw a fine looking vessel standing in, so without delay I freighted a boat, and went on board after she had let go her anchor. She had just come in from Ceylon, and appeared to be well found in every way, with a poop deck, and good accommodation for passengers in the cabin underneath—the steerage was occupied with cargo. The skipper was a red faced, short legged subject, built after the most approved sea dog pattern, so after exchanging a few words and ascertaining that I might probably secure a cabin, I jumped into my boat and went direct to the agents to engage if possible one which caught my fancy on the star-board side, and next to a vacant stern cabin. All this I accomplished, and was informed that the ship would sail in a week. My time was now fully occupied in saying farewell to friends, packing and making other arrangements for my departure.

The day previous to my leaving I dined with —— Regiment at the Castle, and returning home about midnight with a friend, we went into the Club, my friend having some business there the nature of which I do not remember.

While waiting, I looked over at one of the card tables, and greatly to my surprise I saw in hot play, the demure looking military gentleman whom I had met at the Cathedral door with the two ladies. At that time the Club had, I believe, rather an unpleasant notoriety for high and sharp play, and I thought the presence of this gentleman at a card table there rather inconsistent with his appearance at the Holy Communion in the Cathedral. After we had left the house I lost no time in asking my friend about him.

"Have you not met him?" said he, "that is —— of the Guards, he is on the Commander-in-chief's staff, and is engaged to a particularly nice girl Miss C——, whom I am convinced he will never marry. She is returning to England for the present, and he goes to India with Sir ——. He has'nt a very good name at the Club."

"Have you ever met Miss C——?"

"Yes, I met her at the Government House once, but I believe she seldom goes out—by-the-bye, I think you will find they are to be your fellow passengers." A few careless remarks were then made as to the high probability of Captain —— jilting Miss C.

My friend was right. Mrs. and Miss C——, the two ladies I had seen at the cathedral with Captain ——, had taken the starboard stern cabin and would be for the voyage my "next door neighbours."

The following day I got on board just before the ship sailed, and here for a moment as he came out of the cuddy on to the quarter deck, I met Captain ——. The parting with Miss C. was over, he passed down the ship's side into a shore boat and I saw him no more. A few minutes afterwards the ship was under canvas standing out of the bay. Doubtless Captain —— enjoyed his game at whist or ecarté that evening, conscious, too, that he had seen—so far as he could rule events—for the last time the girl he professed to love, but was so cruelly deceiving.

And she—we dare not intrude upon her mournful hours of first separation from the man to whom her whole being was devoted.

Three days she remained in her cabin, on the fourth day she appeared on deck and I was introduced to her by her mother, whose acquaintance I had previously made on board. Miss C—— was a gentle and most engaging girl, about the middle height with a pretty graceful figure, a very sweet and intellectual cast of countenance, without beauty or regularity of feature, and a quiet ladylike self possessed manner.

But these were mere externals. During our daily intercourse for the ensuing three months I experienced to my own profit and pleasure, the reflexion of a highly cultivated intellect and the deep sound and

unobtrusive piety of a religious mind. She was withal a most cheerful little spirit, full of innocent mirth and with a keen appreciation of the ridiculous ; but whatever might have been her natural tendency to sarcasm or indulging in a little verbal caricature of others, the active power of her Faith, which seemed to control every movement of her mind, and every utterance of her tongue, forbade the one and restrained the other.

Miss C—— was delicate, and she soon became an object of sympathy and solicitude to every soul on board the ship, and especially to myself, for she was the only companion I had (two frontier store keepers and their wives completing our cuddy party, not being particularly nice or attractive), and a morning or afternoon on which she did not leave her cabin was a dull one to me. I was soon on sufficiently intimate terms with Mrs. C—— and her daughter to be made aware of the following facts by the former.

They had left England the preceding year for the Cape, Mrs. C—— having some private affairs arising out of the recent death of her husband, to arrange in the colony. Captain —— had been their fellow passenger, and succeeded by a semblance piety (hypocritical as it afterwards appeared) in gaining Miss C——'s affections, a love, deep, confiding, unquestioning.

While at the Cape, some rumour reached Mrs. C—— of a Scotch marriage—Captain —— was a native of that country and highly connected—and while allowing a temporary engagement, she insisted on her daughter's returning with her to England for the present.

This was a great trial to Miss C——, yet with a perfectly trusting heart and an unshaken confidence in her lover she yielded without a murmur to her mother's desire, looking forward to the time when the character of the man she so fondly loved, would be cleared from every shadow of suspicion.

Our voyage was very uneventful—very quiet—the most tranquil period I think of my life ; harmony prevailed amongst the few passengers, the crew were orderly, and the very elements appeared to be at rest for we did not experience any really bad weather during our passage.

Miss C——'s health was very variable and she was often missing in the morning from her place at the cuddy table, and in the evening from the little circumscribed promenade on the poop deck, and we all began to observe with pain as our voyage drew to a close, that her presence amongst us became less and less frequent. Her mother became very anxious about her, and there were some who thought she would never reach England, and would find her last resting place in the abyss beneath us where the place of the dead is for ever hidden from mortal ken.

Miss. C—— was fond of reading, and a lover of music, I well remember two books as her special favourites, "*The Christian Year*" and "*Foster's Essays*," the last is in my keeping. She was a regular attendant at our Sunday Service in the cuddy or on deck, and at all times enjoyed conversation—not argument—on the glorious truths of Redemption.

Towards the end of an autumn month we sighted Scilly, and worked up Channel with light winds and lovely weather. During these few days Miss C—— appeared to be stronger and in better spirits than for some time past, and was able to enjoy with us all, glimpses of the dear old Fatherland and the various objects on shore that came within the range of our telescopes.

On a beautiful morning we were off the Isle of Wight standing in towards the land with a light air from the east, when the weather being so very favourable and a couple of pilot boats in sight Mrs. C—— determined to go ashore and not risk the probable long delay of working round in the ship to Gravesend. She asked me to accompany them to London, whither we were all bound.

A pilot boat was signalled, a small quantity of luggage speedily packed; and about two o'clock we bade farewell to our fellow passengers, the skipper and his officers, got into the cutter and were soon on our way to Cowes; nor did we take a last look at our floating home as we glided towards the distant island without feelings of regret.

Once again I saw on a dismal dripping day, our dismantled ship, lying in the West India docks, like the body of a deceased friend from whom the spirit had fled.

The wind fell very light, and meeting the ebb tide it was six o'clock before we were off Yarmouth. We determined therefore as it was late, to land here, and the following morning proceed by steamer to Southampton. So my friend, on yonder pier we landed, thankful to be again permitted to stand on the *terra firma* of Old England.

Strongly contrasted with life on board a ship, is the profound tranquility of the land. The measure of this sensation is only known to those who have experienced for weeks or months the incessant noise of ship-board day and night. Even when the calm ocean slumbers without a ripple to fleck the surface of the long smooth swells—for his "broad breast" is ever heaving—the slightest motion of the vessel's hull causes the vast folds of canvas which hang drooping from the yards, to fall with a dull and heavy flap against the tall masts, while the reef points patter like heavy discharges of peas, and blocks and ropes knock, creak and rattle. When the wind blows gently, or with greater force, noises increase just in proportion to its strength; the waters foam, rush, and roar; the gale

soughs, whistles, or pipes through the strained rigging, bulk-heads creak, and in fact day or night the ear knows no repose. How exquisite then was the tranquility, the absence of motion to the three voyagers who on that quiet autumn evening, sea worn and sea weary, sat in the clean cheerful room of the hotel while a busy waiter glided about making preparations for their tea.

At half-past eight the following morning we got on board the steamer, and—calling at Cowes for passengers—we reached Southampton in time for the express train which soon brought us to London. I put my friends and their maid into a cab and promising to dine with them at —— Street the next afternoon, I proceeded to “The Golden Cross.”

I kept my appointment, but having to go to Brighton to visit a relative I did not see them for another week. On my return I lost no time in calling at —— Street. As I approached the house I met Mrs. C—— and a friend returning from a walk, and was glad to learn that Miss C——’s health had decidedly improved, indeed, her appearance as shortly after she entered the drawing room, confirmed the favourable report of her mother, she looked better than I had ever seen her. But the card table at the Club, the casual remarks of my friend on Captain ——’s character, the rumour of a previous marriage or connection, hung as they ever did like a dark shadow on my mind. While we were sitting at lunch a letter was received by Mrs. C—— who looking at the address left the room with it still unopened in her hand, nor did she return. I saw at once that something was wrong. After a short time the lady whom I have mentioned (I think a sister of Mrs. C——’s) rose and retired; and with a hurried apology Miss C—— quickly followed her. In five minutes she came back, pale, and agitated; she only said that her mother was unwell, some painful news received had greatly excited and disturbed her. She took my hand, begged of me to go for the present, saying she hoped her mother would soon be able to receive me. At that moment of trouble to drag myself away was a painful effort, my own fearful suspicions were all aroused, and with feelings which I could scarce control I gazed in silent anxiety upon that loved face—how vividly I can recall it now—yet she knew not then the contents of that fatal letter. With the saddest forebodings I bade her farewell, and as I descended the hall door steps, I turned, and for moment my eye met the old familiar face with its sweet and remembered smile saddened and shaded by the events of the afternoon I never saw again.

The following day I called, it was to be my last visit, the next day

had to leave London. I knocked at the door with a heavy foreboding heart, it was opened, and the servant told me that Miss C—— was very unwell, but that Mrs. C—— would see me for a moment.

I need not detail our brief conversation. The dark rumour was unquestionably true, Captain —— was a married man, and his profligacy established beyond doubt. My business was imperative, and the next morning I left London for the Continent.

Through the autumn and winter Miss C—— was struggling for life; the discovery of Captain ——'s perfidy had fallen with cruel crushing force on her delicate frame. She and her mother removed for a time to the South Coast of England, and the opening of summer brought some symptoms of improvement in her health. Alas! it was but the expiring flicker of the wasted flame.

On the — July, I received from the poor childless parent the afflicting intelligence that her beloved daughter was no more. The weary heart was at rest.

The letter reached Paris, and without a moment's delay I returned to London, (where she died) in the hope of being present at the funeral. I arrived the evening before it took place, and was permitted to look on the mortal remains of my friend and loved companion; but serene and beautiful as was the repose of every feature—it was *death*—cold, motionless, unconscious death! *she* was not there. We but bowed ourselves over the empty shrine now only awaiting the rapid process of decay.

At five o'clock on a cloudless July morning her mortal remains were laid in Lee churchyard, Blackheath, where they await the glorious hour when this corruptible shall put on incorruption, and this mortal shall put on immortality—when that which is sown in weakness shall be raised in power to dwell for ever with the Lord.

She passed away without suffering, all the beautiful features of her character shining forth with double lustre during the last hours of her life. She constantly prayed for Captain —— and full of Faith and Hope she died.

(To be continued.)

SUMMARY OF THE SEASON OF 1872.

IN THE following tables the value of the challenge cups are included in the amounts given, and those vessels in italics came in before the winner, but from time allowance or other causes did not receive the prize.

Regattas and Matches.	Date.	Winning Yacht.	Big Ton.	Owners.	Value £	Starting Yacht.
ROYAL ALFRED ...	May 1890	Enid ...	...	G. Putland, Esq. ...	20	Lizzie, Queen, L'Eclair
		Enid ...	...	G. Putland, Esq. ...	20	L'Eclair, Madcap
		Lizzie ...	...	C.H. Coddington, Esq.	20 and £30 chal.	cup—Madcap, Wavecrest, Siren, and Kittiwake
		Madcap ...	...	G. B. Thompson, Esq.	tan kards—Siren, Moccasin, Myrrha, Petrel, Queen Mab	
		Petrel ...	...	W. Jameson, Esq. ...	tan kards—Tormont, Queen Mab, Peri, &c.	
		Alceste ...	...	H. Walker, Esq. ...	50	
		Alceste ...	...	H. Walker, Esq. ...	80	
		Moccasin ...	...	W. J. Corrigan, Esq.	5	
		Ripple ...	...	G. Murney, Esq. ...	15	
		Tormont ...	...	J. Todhunter, Esq.	7	
Her Majesty		Vanguard ...	...	W. P. Miller, Esq. ...	62	
		Fiona ...	...	E. Boucher, Esq. ...	85 and £120 chal.	cup
		Pastime ...	...	J. St. Clare Byrne, Esq.	10	
		Alcyone ...	...	Col. Sir W. Topham	100	Myosotis, Kriemhilda, Alcyone, Norman, Iona, Fiona, Niobe, Christabel
ROYAL THAMES		Myosotis ...	...	T. G. Freke, Esq. ...	40	second prize
		Foxhound ...	...	Ma J. J.	50	Vampire, Glance
		Egeria ...	...	The Count Batthyany	100	Gwendolin, Gloriana
		Flying Cloud	...	Major Tharp	50	Gertrude, Surf, Hironelle
CHANNEL M		Gertrude ...	...	J. Mulholland, Esq.	25	second prize
		Egeria ...	...		100	Guinevere, Oimara, Fiona, Gwendolin, Dauntless, Alcyone, Iona
		Fiona ...	...	E. Boucher, Esq. ...	50	second prize
			cut 77			

Regattas and Matches.	Date.	Winning Yachts.	Rtg.	Ton.	Owners.	Value £	Starting Yachts.
ROYAL NORTHERN Mr. Houldenorth's gift	May 17	Alceste ...	cut	40	H. Walker, Esq.	cup	Selene, Blue Bell, Æolus, Avon, Zampa
		Avon ...	cut	30	A.	cup second prize	
		6 Vanguard ...	cut	60	W.	100	Garrison, Fiona
		Fiona ...	cut	78	E.	20	second prize
		Blue Bell ...	cut	170	J. Stevenson, Esq.		cross, Harrier
		Myosotis ...	cut	40	T. G. Freke, Esq.		Foxhound, Eveleen, Maria
		Aleyone ...	cut	40	Col. Sir W. Topham		mpa
		Quickstep ...	cut	20	D. Fulton, Esq.		
		Leander ...	cut	20	J. Reid, Esq.		Naiad, Zeta, Lurline,
		Vision ...	cut	9	M. Carswell, Esq.		cap
	8	Quickstep ...	cut	20	D. Fulton, Esq.		Mystic, Elaine, Naiad,
		Cloud ...	cut	10	T. R. Bulley, Esq.		Xema, Vega, Dinorah, , Glance, Fiery Cross
		Aleyone ...	cut	40	Col. Sir W. Topham		
		Alceste ...	cut	40	H. Walker, Esq.	10	second prize
		Vanguard ...	cut	60	W. P. Miller, Esq.	80	Fiona, Garrison, Blue Bell, Vega, Harrier
		Fiona ...	cut	78	E. Boutcher, Esq.	5	second prize
		Zampa ...	cut	20	J. M. Forrester, Esq.	25	Leander, Avon, Fiery Cross, Zeta, Vega
		Leander ...	cut	20	J. Reid, Esq.	5	second prize
		Vanguard ...	cut	60	W. P. Miller, Esq.	100	Kriemhilda, Vanguard, Fiona, Aleyone, Foxhound, Norman, Iona, Banabee, Christabel, Myosotis, Gertrude
		Kriemhilda	cut	99	The Count Bathhyany	50	second prize
	18	Flying Cloud	cut	100	The Count Bathhyany		Gwendolyn, Flying Cloud, Gloriana
		Egeria ...	cut	143	J. Mulholland, Esq.		lequin
		Eva ...	cut	21	Messrs. Low & Burd		prize
			cut	21	Messrs. Low & Burd		mpa.
			cut	21	Messrs. Low & Burd		te, Louie, Pilot
			cut	21	Messrs. Low & Burd		Water-
			cut	21	Messrs. Low & Burd		
			cut	21	Messrs. Low & Burd		
			cut	21	Messrs. Low & Burd		
			cut	21	Messrs. Low & Burd		

Regattas and Matches.	Date.	Winning Yachts.	Reg.	Ton.	Owners.	Value £	Size
ROYAL CLYDE ... <i>Vice Com. gifts</i>				28 20 9 4 52	T. L. Arnott, Esq. A. Sword, Esq. " M. Carswell, Esq. W. J. Armstrong, Esq. J. Stirling, Esq.		
<i>Mr. Neilson's gift</i>				9 9 15 9 34	M. Carswell, Esq. M. Carswell, Esq. B. B. Bell, Esq. " M. Carswell, Esq. Marquis of Ailesa "		
<i>Mr. Smith's gift</i> <i>Mr. King's gift</i> ...				49 20 20 21 5 4 10 4	J. Stirling, Esq. " D. Fulton, Esq. " D. MacIver, Esq. J. Reid, Esq. " R. Ferguson, Esq. W. J. Armstrong, Esq. — Apdie, Esq. W. J. Armstrong, Esq.		
<i>Mr. Walker's prize</i> <i>Mr. Sword's gift</i>				40 68 80 20	A. Heymann, Esq. Major Tharp, ... T. Groves, Esq. ... T. Outhbert, Esq.	30 Druid, Surf 10 second prize 20 Oberon, Zephyr Sapphire	
ROYAL HARWICH... <i>Col. Tomlin's gift</i> <i>Mr. Crossley's gift</i>				13 68 40	J. A. Sparvel-Bayly, Major Tharp, ... A. Heymann, Esq.	10 second prize gs85 Hironde, Niob gs15 second prize	
<i>Mr. Crossley's gift</i> <i>Mr. Packard's gift</i>				45 20 6	W. F. Masterman, Esq. J. Reid, Esq. ... J. H. Tod, Esq.	if, Foam ish an Dunk,	
ROYAL EASTERN							

Begattas and Matches.	Date.	Winning Yachts.	Reg. Ton.	Owners.	Value £	Starting Yachts.
ROYAL ULSTER.....	June 1	Flirt ...	7	J. Currell, Esq. ...	...
		Boreas ...	10	T. ...	...
	8	Quickstep ...	20	D. ...	...	rears
		Vera ...	18	W. ...	...
	15	Quickstep ...	20	D. ...	...
		Leander ...	20	J. ...	...
	22	Flirt ...	7	J. Currell, Esq. ...	...	rise, Vera
	29	Quickstep ...	20	D. Fulton, Esq. ...	...	p, —Enid
		Amba ...	7	J. Currell, Esq. ...	...	Ripple
	July 11	Vanguard ...	60	W. P. Miller, Esq. ...	...	aiad, Mystic, Nil
Mr. Mulholland's gift Mr. Fulton's gift		Myosotis ...	39	T. G. Freke, Esq. ...	...
		Quickstep ...	20	D. Fulton, Esq. ...	...
		Leander ...	20	J. Reid, Esq. ...	...
		Cloud ...	10	T. R. Bulley, Esq. ...	...
		Mystic ...	10	T. H. Ismay, Esq. ...	...
	12	Vanguard ...	60	W. P. Miller, Esq. ...	...	Eclair, Dinorah,
		Quickstep ...	20	D. Fulton, Esq. ..	...	r, Ripple, Vera

Regattas and Matches.	Date.	Winning Yachts.	Reg. Ton.	Owners.	Value £	Starting Yachts.
ROY. CINQUE PORTS <i>Prince Arthur's gift</i>	June 22	Oimara ...	cut 159	J. Wylie, Esq.	60	Norman, Kriemhilda, Fiona, Oimara, Banshee
		Norman ...	cut 40	Maier Fwinc.	15	second prize
		Guinevere ...	sch 234		60	Gwendolin, Egeria, Flying Cloud
		Gwendolin ...	sch 197		15	second prize
		Ildegonda ...	cut 15		25	Daring, Flyi
		24 Guinevere ...	sch 234		100	Fiona, Ayacanora, St
		Fiona ...	cut 78	E. Boucher, Esq.	50	second prize
ROYAL DEE ... <i>Mr. Wood's gift</i>	26	Cloud ...	cut 10	T. R. Bulley, Esq.	25	Elaine, Wonderful, Mystic, Cora
		Wonderful ...	cut 8	F. Wall, Esq.	10	second prize
	Aug. 31	Cloud ...	cut 10	T. R. Bulley, Esq.	15	Elaine, Pastime, Naiad, Mystic,
		Elaine ...	cut 10	J. Leitch, Esq.	7	second prize
ROYAL MERSEY	June 31	Enid ...	yl 57	G. Putland, Esq.	70	Garrison, Vanguard, Marinette,]
		Garrison ...	cut 98	T. Houldsworth, Esq.	30	second prize
		Alcyone ...	cut 39	Col. Sir W. Topham	50	Myosotis, Foxhound, Glance
		Myosotis ...	cut 40	T. G. Freke, Esq.	20	second prize
		Shadow ...	cut 20	D. MacIver, Esq.	30	Kittiwake, Lizzie, Madcap,
		Lizzie ...	cut 20	C. H. Coddington, Esq.	10	Queen, Hecate
		Pastime ...	cut 10	J. St. Clare Byrne, Esq.	20	Wonderful, Cloud, Elaine, Nais
		Cloud ...	cut 10	H. L. Bower, Esq.	5	second prize
<i>D. Mac Iver's gift</i>	July 1	Pantomime ...	sch 142	J. T. Starkey, Esq.	50	Garrison, Vanguard, Enid, Marina
		Foxhound ...	cut 34	Marquis of Ailes	40	Marinette, Alcyone, Myosotis, Gl
		Madcap ...	cut 20	G. B. Thompson, Esq.	20	Lizzie, Kittiwake, Shadow
		Pastime ...	cut 10	J. St. Clare Byrne, Esq.	10	Naiad, Wonderful, Cloud, Elaine
		Naiad ...	cut 18	T. A. Littledale, Esq.	5	second prize

Regattas and Matches.	Date.	Winning Yachts.	Rig	Ton	Owners.	Value £	Starling Yachts.
ROYAL ROSTON	July 4	Fairy ...	cut	12	W. E. Lewin, Esq.	20	Iris, Wild Duck, Petrel, Pearl
		Pixie ...	cut	11	A. E. Pearson, Esq.	8	second prize
		Clara ...	cut		W. Walker, Esq. ...	10	Waterwitch, Camilla, May Queen, Rambler
		Waterwitch ...	cut	7	E. J. Hows, Esq. ...	4	second prize
		Glance ...	cut	5	A. Alcock, Esq. ...	6	Arrow, Formosa, Junk
		Arrow ...	cut	4	E. A. Hildred, Esq.	2-10	second prize
	7	Vanguard ...	cut	60	W. P. Miller, Esq.	100	Fiona, Flying Cloud, Garrison, Gwendolin
		Flying Cloud ...	sch	47	The Count Bathany	50	second prize
		Norman ...	cut	40	Major Ewing	40	Foxhound, Eveleen, Xema
		Myosotis ...	cut	39	T. G. Freke, Esq.	20	Shadow, Ripple, Madcap, Glide, Kittiwake, Lizzie, Spindrift, &c.
		Quickstep ...	cut	20	D. Fulton, Esq. ...	10	second prize
		Shadow ...	cut	20	D. MacIver, Esq. ...	10	Boreas, Cloud, Naiad, Pastime, Peri
		Mystic ...	cut	10	T. H. Ismay, Esq.	5	second prize
		Elaine ...	cut	10	E. Leitch, Esq. ...	75	Fiona, Oimara, Flying Cloud, Enid, Garrison
	8	Vanguard ...	cut	60	W. P. Miller, Esq.	25	second prize
		Fiona ...	cut	77	J. Butcher, Esq.	60	Alcyone, Al-
		Foxhound ...	cut	84	Marquis of Ailsa ...	30	Lizzie, Madcap,
		Quickstep ...	cut	20	D. Fulton, Esq. ...	1	Mystic, Elaine,
		Naiad ...	cut	10	T. A. R. Littledale, Esq.		Tartar, Morrha, Queen Mab

Regattas and Matches.	Date.	Winning Yachts.	Alg.	Ton.	Own.
ROYAL YORKSHIRE	July 11	Christabel ...	cut	51	Col. Gourle
		Alaia ...	sch	45	W. F. Maste
		... ..	cut	18	Capt. Caton
		e ...	cut	9	A. E. Peari
		nia ...	sch	45	W. F. Maste
		... ..	cut	18	Capt. Caton
ROYAL	cut	10	J. Eadie, E
		...	...	...	Brown, :
		nevere ...	...	...	Thellum
Mr. T	...	trude ...	...	...	for Thal
		isande ...	...	...	Richards
		notis ...	cut	89	T. G. Frek
Mr. Mor	...	man ...	cut	89	Major Ewi
		isande ...	yl	140	J. Richards
		guard ...	cut	60	W. P. Mill
ROYAL	...	notis ...	cut	89	T. G. Frek
		rer ...	cut	12	Capt. Chan
		gonda ...	cut	15	E. Langtry



Regatta and Match.	Date.	Winning Yachts.	Ton	Owners.	Vain &	Starting Yachts.
ROYAL ALBERT	Aug. 19	Iddegonda ...	15	E. Langtry, Esq. ...	gs 1	Vampire. Quivar. Little Nell
	20	Fiona ...	78	E. Boucher, Esq.	cup	Garrison, Niobe, d, Harle-
Capt. Conway's gift		Flying Cloud	76	The Count Batthyany	60	quin
	22	Fairlie ..	15	J. A. Limbert, Esq.	25	Vampire, Iddegonda, Daring
		Kriemhilda	105	The Count Batthyany	70	Iona, Flying Cloud, Gertrude, Alcyone, Norman, Oimara, Egeria, Pantomime, Garrison, Vanguard, Harlequin, As-
		Flying Cloud	76	The Count Batthyany	60	quin
		Lady Eveleen	84	Marquis of Ailesa ...	35	alla
		Ibis ...	9	D. Smith, Esq. ...	10	Brunette,
Count Batthyany's gift	23	Pantomime	142	J. F. Starkey, Esq.	gs 50	Harlequin,
		Flying Cloud	75	The Count Batthyany	gs 6	liament
		Gertrude ...	68	Major Tharp, ...	gs 62	gs 7 entrance fees—second prize
		Corisande ...	141	J. Richardson, Esq.	gs 50	Kriemhilda, Oimara, Alcyone, Iona, Fiona
		Norman ...	40	Major Ewing, ...	10	Muriel, Garrison
		Kriemhilda		The Count Batthyany	10	entrance fees—second prize
ROYAL WESTERN, E. Sept.	2	Corisande ...		J. Richardson, Esq.	50	Oimara, Kriemhilda, Enid, Garrison, Van-
		Kriemhilda		The Count Batthyany	10	second prize
	3	Enid ...		G. Putland, Esq. ...	60	walked over
		Fiona ...		E. Boucher, Esq.	40	Vanguard, Iona, Alcyone, Muriel
		Vanguard ...		W. P. Miller, Esq.	15	second prize
		Pantomime		J. F. Starkey, Esq.	75	Flying Cloud, Anita
		Gertrude ...		Major Tharp, ...	50	Enid
		Vampire ...	20	T. Outhbert, Esq.	20	Lizzie, Heron, Glendoveer, Ida, Iddegonda

Regattas and Matches.	Date.	Winning Yachts.	Rig.	Ton.	Owners.	Value £.	Starting Yachts.
PRINCE OF WALES	May 18	Ildegonda	cut	15	E. Langtry, Esq.	25	Vampire, Oberon
	June 19	Arrow	cut	5 J.			Bessie, Marguerite, L'Erie
		Ripple	cut	9 H.			Watersprite
	July 13	Oberon	cut	19 J.			agmar
		Fairlie	cut	15 J.			Vivid, Enchantress
NORFOLK SUFFOLK		Ripple	cut	10 W			littern
	July 11	Phantom	cut	7 A.	W. S. Smith, Esq.		ver
		Myth	cut	9 W.	W. Cad		yth
		Scud	cut	10 J.	Mori		Ocean Pearl, Violet
		Bittern	cut	7 A.	Chann		glas second prize
JUNIOR THAMES...	8	Otter	yl	21 I.	Prest		boat Sea Mew, Marguerite, Ada, Atalanta, Lily
		Phantom	cut	7 A.	W. S.		Cupid
	30	Bessie	cut	94 H.	Hewitt, Esq.		glas second prize
		Ripple	cut	9 W.	P. Davis, Esq.		barometer—second prize
		Brisk	cut	6 L.	G. Moore, Esq.		8 Ada, Sally, Sea Mew, Ida, Rifleman
		Sea Mew	cut	7 W.	H. Williams, Esq.		com pass—second prize
	30	L'Erie	cut	10	Major Lenon		10, Valentine. Ripple, Pilot
		Nellie	cut	9 E.	H. Cameron, Esq.		5 sec
		Arrow	cut	54 J.	A. Sparvel-Bayly		7, Adalanta
		Ada	cut	8 W.	A. Burrowes, Esq.		4 sec
	27	L'Erie	cut	10	Major Lenon		gs 10 Ec
		Valentine	cut	11 W.	H. Williams, Esq.		gs 5 second class
		Brisk	cut	6 L.	G. Moore, Esq.		
		Ada	cut	3 W.	A. Burrowes, Esq.		Violet
	28	L'Erie	cut	10	Major Lenon		
		Echo	cut	10 B.	Moore, Esq.		
		Ada	cut	3 W.	A. Burrowes, Esq.		

Winning Yachts.	Rig	Ton	Owners.	Value £	Starting Yachts.
1 Alcyone ...	cut	40	Col. Sir W. Topham	100	Vanguard. Kriemhilda. Fina. Iona
Vanguard ...	cut	60	W. P. Miller, Esq.	Ju	
Vampire ...	cut	20	T. Cuthbert, Esq.	Ba	
Oberon ...	cut	19	J. A. Sparvel-Bayly	40 second	
Fairlie ...	cut	15	J. A. Limbert, Esq.	40 Oberon	
Ildegonda ...	cut	15	E. Langtry, Esq. ...	20 second	
Egeria ...	sch	152	J. Mulholland, Esq.	25 Ildegonda	
Gloriana ...	sch	133	A. O. Wilkinson, Esq.	1	
Gloriana ...	cut	133	A. O. Wilkinson, Esq.		
Surf ...	yl	54	F. D. Lambert, Esq.		
Norman ...	cut	40	Major Ewing, ...		
1 Druid ...	yl	80	T. Groves, Esq. ...	1	
Dauntless ...	yl	180	F. Willan, Esq. ...		
4 Bessie ...	cut	10	H. N. Hewitt, Esq.	Rifleman	
Gnat ...	cut	4	B. Hatchman, Esq.	Wanderer	
Wanderer ...	cut	4	S. Annoot, Esq. ...	second	
5 Bessie ...	cut	10	H. N. Hewitt, Esq.	Rifleman	
Rifleman ...	cut	7	J. Pim, Esq. ...	3 second	
Gnat ...	cut	4	B. Hatchman, Esq.	watch—third	
Little Vixen ...	cut	4	B. Hatchman, Esq.	ring fourth	
5 Arrow ...	cut	5	J. ...	cup	
Bessie ...	cut	10	H. ...	cup	
Ida ...	cut	5	R. ...	cup	
5 Fairlie ...	cut	15	J. A. Limbert, Esq.	Bessie	
Arrow ...	cut	5	J. A. Sparvel-Bayly	Rifleman	
Rifleman ...	cut	7	J. Pim, Esq. ...	second	

Regattas and Matches.	Date.	Winning Yachts.	Big Ton.	Owners.	Starting Yachts.
GOOLE	July 29	Peri ...	cut, 11	R. Walham, Esq.	allia, Rambler, Pixie, Ohlora, Coquette, &c. ie, Rambler, Coquette, Ohlora, Glance, &c.
ATHLONE	30	Peri ...	11	R. Walham, Esq.	saïr, Haidee, Virago, Fairy chal. cup— <i>Countess, Corsair, Virago, Fairy</i>
GALEY BAY	Aug. 1	Countess ...	14	Capt. Smithwi	ld— <i>Corsair, Fairy, Virago</i>
BEAUMARIS	9	Elaine ... Glide ... Pastime ...	10 J. Leitch, Esq. 10 G. J. W. Griffith 15 J. St. Clare-Byrne Esq.	nderful, Glide, Kittiwake, Spindrift nd prize 15 Pastime, Cloud, Dream	
DAWLISH	20	Psyche ... Heron ... Fairy Queen	13 Capt. Flamank, Esq. 16 Strong & Donne, Esqs 9 W. Rudell, Esq. ...	10 dead heat—Petrel, L'Hirondelle 5 J.O., Ripple	
TEIGNMOUTH		Thought ... Enid ... Lizzie ... Heron ... Psyche ... Buccaneer...	27 G. Wells, Esq. ... 56 G. Putland, Esq. ... 20 C.H. Coddington, Esq. 16 Strong & Donne, Esqs 13 J. Flamank, Esq. ... 13 Capt. Bayly, ...	20 Enid 5 second prize 15 Heron 5 second prize gs10 Buccaneer, L'Hirondelle, Petrel ga 4 second prize	
BLACKPOOL	15	Lizzie ... Shadow ... Annie ... Queen ... Pet ...	20 C.H. Coddington, Esq. 20 D. MacIver, Esq. 11 T. H. Miller, Esq. 15 J. E. Anderson, Esq. 4 A. Pooley, Esq. ...	29 Shadow Hecate 11 second prize 18 Queen, Wonderful 6 second prize 8 Ivory Gull, Wirrel, Kate	

Regatta and Match.	Date.	Winning Yachts.	Rig.	Ton.	Owners.	Value £	Starting Yachts.
ESHIRE ...	May 2	Naiad ...	cut	10	T. Littledale, Esq.	25	Elaine, Coral, Pastime, Wonderful, Mabel, &c.
		Elaine ...	cut	10	J. Leitch, Esq.	10	second prize
		Coral ...	cut	10	H. L. Bower, Esq.	5	third prize
	June 8	Cloud ...	cut	10	T. R. Bulley, Esq.	80	Coral, Pastime, Naiad, Mystic, Elaine, Wonderful
		Coral ...	cut	10	H. L. Bower, Esq.	5	second prize
		Adele ...	cut	5	J. M. Taylor, Esq.	10	Barracouta, Isabel
	15	Wonderful ...	cut	10	F. Wall, Esq.	gs 12	Cloud, Coral, Mystic, Pastime, Mabel
		Adele ...	cut	5	J. M. Taylor, Esq.	gs 6	Barracouta, Kate, Pet
BROW ...							
for J. Ramsden's gift	July 2	Oimara ...	cut	159	J. Wylie, Esq.	50	Blue Bell, Garrion, Cambria, Enid
	3	Oimara ...	cut	159	J. Wylie, Esq.	40	Garrion, Enid
for Smith's gift		Lizzie ...	cut	20	C. H. Coddington, Esq.	20	Hecate
		Queen ...	cut	15	G. W. Anderson, Esq.	15	Lily, Jennie, Hotspur, Alice, Agnes
		Lily ...	cut	13	W. Gradwell, Esq.	5	second prize
for Dalkeith's gift	4	Blue Bell ...	sch	170	J. Stevenson, Esq.	50	Cambria, Garrion, Oimara
		Garrion ...	cut	98	T. Houldsworth, Esq.	10	second prize
VER ...	June 14	Fiona ...	cut	77	E. Boucher, Esq.	gs 50	Dauntless, Iona, Gwendolin, Oimara, Anita, Astarte
		Gwendolin ...	sch	190	Major Ewing	gs 20	second prize
WICH ...	26	Zephyr ...	cut	9	D. West, Esq.	gs 7	Dream, Criterion
		Dream ...	cut	8	H. Ducrow, Esq.	gs 3	second prize
VRE ...	July 11	Iona ...	cut	62	J. Ashbury, Esq.	100	Kriemhilda, Livonia, Minotaur
		Livonia ...	sch	280	J. Ashbury, Esq.	60	second prize
GRIMSBY ...	15	Christabel ...	cut	51	Col. Gourley, M.P.	42	Aglaia, Petrel
KING'S LYNN ...	22	Pearl ...	cut	14	F. Archer, Esq.	80	Iris, Wild Duck, Waterwitch, Rambler, Clara
DOVERCOURT ...	25	Arrow ...	cut	5	J. A. Sparvel-Boyle	gs 10	Mabel, Violet

Regattas and Matches.	Date.	Winning Yachts.	Starting Yachts.
TORQUAY ...	Aug. 26	Oimara ...	Norman Garrison, Iona nda, Dudu
		Vanguard ...	
		Vampire ...	
		Lizzie ...	
		Swift ...	
		Gwendolin...	Corisande, Ger nid, Anita, Ege
		Enid ...	
		Norman ...	cyone, Foxho bought
STONEHOUSE ...		Ida ...	
		Veepa ...	
		Aladdin ...	Pet, Seagull
YARMOUTH ...		Red Rover ...	na, Cygnet
		Zephyr ...	
		Rowena ...	
		Alarm ...	chantress, Zoe,
		Phantom ...	
BABBICOMBE ...		Heron ...	Queen
		Psyche ...	
MEDWAY ...		L'Erie ...	Violet, Cygnet
Second Class ...		Arrow ...	Mystery, Swa

In the foregoing tables we have given the amounts won as far as lies in our power and shall be glad to receive information of any omission or inaccuracies prior to the issue of our Table of Winners for 1872 which will be given in the January number for 1873.

Editor's Locker.

YAWLS v. CUTTERS.

November 20th, 1872.

SIR,—The very able article in your last number on the above question hits the right nail on the head. In a strong breeze of course the yawl has the advantage, and that in no small degree.

The time has now come for free trade in match sailing the same as in everything else. Why should a vessel be excluded from a club regatta of which her owner is a member because she is fitted with a centre board or rigged as a cutter? The centre-board question would have long ago exploded but for the silly restrictions placed upon it. In anything of a breeze it's no use against the deep keel boat; and is easily prevented from taking any advantage by cutting across sands, &c., by a little care in laying a course. So long as we have these nonsensical rules against a man's genius having fair play so we shall always be liable to defeat from our more enterprising cousins across the herring pond. If there is to be any handicapping between yawls and cutters, there ought, as a good many have observed, to be some rule for determining the *bona fide* yawl. A first-rate cutter has nothing to do according to present regulations but to bend her trysail, taking care to have one made with a good long gaff to set her topsails, stick the jolly boat's mast, and lug in the stern, and receive a lot of time from vessels she can easily dispose of without, and if there is anything of a breeze; the aforesaid manoeuvre will have vastly improved her. Why not let every one build and rig their yacht according as they think best only restricting them in size, let every one's chrochets be well aired. For my part, I think there would be many more entries and much more interest taken in yachting by the outside public. I recollect many years ago the little "Gnat," four tons lugger, was excluded from sailing in the matches of her class, because she had beaten all the existing boats of her size. What an unenterprising lot her competitors must have been and what poor opinions of their own ideas. *Pulman qui meruit ferat*. If a yacht comes out and beats everything, she has a perfect right to all the cups. No restrictions as to sails, ballast, form, or rig, say I, and may the best boat always win until there comes some one persevering and clever enough to turn out a clipper that can lick her. That's the way to improve.

I am, sir, yours, &c.,

HOLD TO WINDWARD.

MEMORANDA OF YACHT CLUB MEETINGS.

The Royal Alfred Yacht Club.—The last general meeting of this club for the season of 1872 took place on Monday, the 11th November at the Ancient Concert Rooms, Dublin,—The Vice-commodore in the chair. The chief business was the audit of the Treasurer's accounts for the past season, which were pronounced very satisfactory, showing a total income of £48, 15s. 10d., (including the value of the Cup presented by her Majesty,) out of which £363 had been spent in prizes as follows:—

Her Majesty's Cup	...	...	...	£105 0 0—Vanguard
Added to No. 1 Champion Cup, value	£120 0 0			35 0 0—Fiona
" 2 " " "	60 0 0			30 0 0—Alceste
" 3 " " "	35 0 0			20 0 0—Lizzie
" 4 " " "	25 0 0			15 0 0—Ripple
" 5 " " "	25 0 0			7 0 0—Torment
Channel Match, 18th May	...	...	...	20 0 0—Enid
" " 20th May	...	...	...	20 0 0—Enid
Corinthian Match	...	...	...	50 0 0—Alceste
Single Handed Match	...	...	...	2 0 0—Petrel
Double " "	...	...	...	4 0 0—Madcap
Centre Board " "	...	...	...	5 0 0—Mocassin
Extra Prize, 10 ton Yachts	...	...	...	10 0 0—Pastime
2 Wheels, Steersmen Queen's Cup and Corinthian Match (<i>Messrs- William Millar and D. W. Finlay</i>).	...	...	...	12 0 0
8 Lockets, Steersmen	...	...	...	12 0 0
14 Tankards, (<i>crew of Alceste</i>) Corinthian Match				14 0 0
Engraving Inscriptions &c.	...	...	...	20 0 0
	£265 0 0			£363 0 0

thus making £628 contended for in twelve distinct matches—the race for her Majesty's Cup and the Corinthian Race, being the great events of the season.

The expenses of management, owing to the introduction of the system of ballot lists sent to all the members, and returnable by them through the post, and the getting out of the new rules, sailing regulations, and scale of time allowance, were somewhat larger than usual; but still being under £62, they contrasted favourably with the sum spent in racing prizes, and after adding £11 9s. 11d. the expense of the matches, a fair balance would have remained to the credit of the club, had it not been for the outlay incurred by the search for the late Mr. D. J. O'Connell, so unfortunately lost on the 1st of June last, and the sum voted at July last as a subscription for a memorial to his memory, but as it was, a small residue of £15 5s 2d remained, after the payment of all debts and liabilities, to be carried over the credit of 1873. A very well painted and striking likeness of their much-lamented brother yachtsman, was exhibited in the room previous its being forwarded to his mother, as a tribute of respect to his memory from many of his old friends and fellow members of the club, and gave gre

pleasure from the excellent way in which the artist, Mr. Jones, has succeeded in preserving the expression of well remembered features. Eleven gentlemen were admitted by ballot, making 69 who had joined the club during the year, and raising the numbers to 285 all told with 140 yachts, great and small, a large advance from the year 1864, when the club commenced under its new name of "The Prince Alfred," with 56 members and 33 yachts, and thought it had done very handsomely in spending £87 2s. 6d. in prizes. Its list of yachts now includes nearly all the most noted clippers afloat, and when the names of Egeria, Enid, Oimara, Kriemhilda, Flying Cloud, Eveleen, Alceste, Vampire, Lizzie, Vanguard, Quickstep, Alcyone, Flirt, Gwendolin, Norman, Fiona, Cloud, Shadow, Pastime, Garrion, Kittiwake, Glance, Madcap, Mosquito, Glide, Phantom, Kilmeny, Ripple, Albertine, Torment, Elaine, Leander, and Mystic are perused it will be seen how large a proportion of the successful vessels of the day are ranked under its burgee, while the practice of steering all its races by amateurs, ensures that some at least of its members are practical sailors and understand handling their own boats. After the accounts and ballot, a motion was brought forward to alter the conditions of the three smaller Champion cups by confining them to twenty, ten, and five tons respectively, instead of twenty-five, fifteen, and seven tons as at present, but after much discussion it was wisely resolved "to let well enough alone" for the present, and after fixing the annual dinner for the 31st January, and appointing a committee to manage it, the members dispersed, until the 3rd of March summons them again together for the agreeable purpose of settling the next season's programme.

FINE ARTS.

WE HAVE to notice a pair of photographs from yachting subjects, one being the "Guinevere" in the Channel Match of the Royal Cinque Ports Yacht Club, shewing her nearing the mark boat off Boulogne; and the other a very correct representation of the "Egeria" running back into Dover Harbour after carrying away her mainmast at the same regatta. This may be considered the greatest smash of modern times, and is well worthy of being pictorially recorded. They are from drawings by Mr. J. Taylor, and the likenesses are very good, and we can cordially recommend them to our readers.

LEANDER.—We are requested to contradict the statement made in our last issue—viz., that James Read, Esq., had sold the Leander, as it is incorrect.

WE ARE pleased to be able to inform our readers that our esteemed correspondent "Red with White Maltese Cross," will favour us next month with the first part of his "Notes on the Yachts and Yacht Racing of the past Season."

Report of Private Match and letter on Yacht Measurement received, but too late for insertion, both will appear in our next.

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ROYAL NATIONAL LIFE-BOAT INSTITUTION.

LIFE-BOAT SERVICES.

Montrose, N.B.—On the 31st January, 1871, one of the most gallant of the many gallant Life-boat services that are from time to time recorded took place in the neighbourhood of Montrose. For two days previously a strong gale had blown from the south-east, and a tremendous sea was breaking everywhere on the coast. At daybreak a partially dismasted schooner, which turned out to be the *Diana*, of Årskjöbing, in Denmark, was observed to be at anchor in Bervie Bay, about twelve miles north of Montrose, in a very dangerous position. The rocket apparatus from the nearest coast-guard station was soon on the spot, but the vessel being too far from the shore to be reached by it, a telegram was at once sent to Montrose for the Life-boat and a steam-tug to come to the aid of the vessel and crew. As soon as practicable the Life-boat *Mincing Lane* was launched, manned by the well-known and skilled Ferryden fishermen, and was towed to the harbour's mouth, when it was found that the sea on the bar was too heavy to admit of the steamer being taken through it. After some consultation, and an only natural slight hesitation, the coxswain and crew of the Life-boat determined at all risks to cross the bar, if possible, and perform the service without any other aid than that of their own strong arms and wills, and off they went, followed by the anxious gaze and hopes of the spectators on shore. The sea on the bar is said to have been terrific, yet as each broke heavily over the boat, one throwing her almost perpendicularly, she, nevertheless, steadily surmounted them, and when over the heavy lines of surf on the bar her oars were taken in and sail set, and in an hour more she had reached the distressed ship. Owing to the heavy sea it was still a work of no slight difficulty to get her crew on board, who, standing on the stern, had to avail themselves of the brief moments when the boat was raised high on the summit of a wave, and thus, one by one, they jumped into her, and all got safely on board. It had been thought that the Life-boat would then have had to run to Stonehaven, ten miles further north, with the five rescued men; but fortunately the wind had veered more to the east, and they were enabled to return to Montrose, to the no slight joy and relief of those who, with anxious and wistful eyes, had been watching for their return. The Life-boat's crew were loud in their praises of the behaviour of their boat, both under sail and oars; yet what would be the value of even such boats without the daring courage and skilful management of such men? When the

character of this service is considered, i.e., the specially dangerous seas which in on-shore gales of wind break wildly on the bars of all rivers on so exposed a coast, and the long distance of twelve miles on a rocky lee shore, which had to be traversed, it will be readily conceived that it would be difficult to speak in too high terms of the noble courage and hardihood of the brave fellows by whom it was performed.

FILEY, YORKSHIRE.—On the 10th February a very severe gale was experienced here, accompanied by a tremendous sea. About noon a vessel, which proved to be the schooner *Mary*, of North Shields, was seen inside the buoy off the Filey Brigg. She was dismasted and altogether in a disabled state, having been overtaken by the storm when off Flamborough Head. It was thought she must go down immediately, with all hands, as no Life-boat, it was considered, could get to her. Nevertheless it was at once resolved to make a strenuous effort to prevent such a sacrifice of human life. Accordingly, without loss of time, the Life-boat, which was all ready mounted on her carriage, was quickly drawn by six horses to the northward about half a mile, and was then launched. There was no difficulty in getting a crew from amongst the fishermen, for the brave fellows almost fought in their anxiety to get the life-belts and take part in the work of saving life. Meantime the vessel was drifting on through a frightful sea; the Life-boat followed, and after a very severe pull gained her, just as she was going ashore, took off the master and crew of 3 men, and safely landed them amidst the cheers of hundreds of spectators. The poor men had given up all hope of saving their lives, although, to use the mate's words, "he knew there was a gallant Life-boat and crew at Filey." Their vessel sank soon after they had been saved by the Life-boat.

NEWCASTLE, DUNDEE BAY.—On the 1st March the brigantine *William*, of Londonderry, was seen driving into Dundrum Bay, during a strong S.E. wind. She had her foremast carried away by the deck, and was waterlogged. The Life-boat was launched, and succeeded in saving the whole of the vessel's crew, 5 in number, about an hour before the vessel went down. JAMES HILL, the coxswain of the Life-boat, was thrown out of the boat when nearing the wreck; but being supported by his life-belt, he was picked up again in about ten minutes, without having sustained any serious injury.

Royal National Life

UNCLASSIFIED//NOFORN

Malware—Her Most Gruesome

List of the Two Hundred and Thirty Management of 1

ENGLAND

Northumberland—Derwick-on-Tweed—
Holy Island (two boats)—North Sunderland—
Bealmer—Alnmouth—Hawkey—Newbiggin—
Elyth (two boats)—Oulmerham—Tynemouth
(two boats)

Durham—Whitburn—Sunderland (four boats)—Skeam—West Hartlepool (two boats)—Sunder Cay.

Yorkshire -- Middlesbrough -- Redcar --
Saltburn -- Sunningwell -- Uppingham -- Whitby (two
boats) -- Scarborough -- Flay -- Flamborough
(two boats) -- Bridlington -- Hornsea -- Withern-
sea.

~~Lincoln — Oesthorpe — Donna Hook —
Theddlethorpe — Sutton Chapel — Skirmun~~

Norfolk—Hunstanton—Wells—Halesbury—
 Sheringham—Orcutt—Mundesley—Barton—
 Eastborough—Palling (two boats)—Winterton—
 Chalster (two boats)—Farmouth (two boats)

Suffolk — Gorleston — Carlton — Lowestoft
 (two boats) — Fakenfield (two boats) — Mording-
 land (two boats) — Southwold (two boats) —
 Thorpeham — Aldborough

Kent - Margate - Kingsgate - Broadstairs -
Ramsgate - North Deal - Walmer - Kingsdown -
Dover - Dungeness

Sussex — Eps — Winchester — Hastings —
Bathorne — Newham — Brighton — Shoreham —
Worthing — Solihy — Chichester Harbour

Hampshire—Hayling Island
Isle of Wight—Bembridge—Brighton
Grants—Brooks

Orange—St. John
Alderney—St. Anne
Guernsey—St. Sampson's

**Dormet—Pocah—Chapman's Pool—Kins-
ridge—Warrumb—Lime Hills**

South Devon - 154
Tegunmouth-Brisham-4

Cornwall — Looe —
Fowles — Falmouth — Fox
— Lizard — Mullion — Port
Sennen Cove — St. Ives —
Babington — Five Lanes —

North Devon—Clo
hams—Braunton—North
Lewmouth

Lynmouth
Somerset—Burnham
Cheshire—New Brig

Lancashire—Bouthy
pool—Pistwood—Pist

Cumberland — Wal-
Shloth
Isle of Man—Name

WAI.

Gianorgos -
-Gianorgos

**Carmarthenshire-
then Bay**

Pembrokeshire—T
St David's—Flethman

Cardiganshire — On

Marionethshire—J

**Carnarvonshire—
—Porthmadog—Orma's**

Anglo-Sax—Llanddw
head—Camllyn—Bull Bay

Danbighshire—See Flintshire—Barl of

The Life-boats of the Institution were instrumental, in 1871

<i>Alaide</i> , schr., of Malakida	5	<i>Agnetonia</i> , ketch, of Port Geo-	4
<i>Albert</i> , barque, of Bremen	31	Seo—sailed vessel and crew ..	4
<i>Abdon</i> , barque, of Rostock	10	<i>Fleetwood</i> , a man overtaken by	1
<i>Abdon</i> , schooner, of Beaumaris		the tide at	1
—sailed vessel and crew	3	<i>Flora</i> , brig, of Poole	6
<i>Aleandra</i> , s.s., of London	25	<i>Francis</i> , schooner, of Cardigan	
<i>Angora</i> , schooner, of Bangor—		—sailed vessel and crew	4
sailed to save vessel and	7	<i>Friend's Increase</i> , barge, of	
<i>Ann</i> , schooner, of Intermoo	6	London	4
<i>Ann Mitchell</i> , schr., of Newquay	5	<i>Friendship</i> , galliot, of Goole ..	3
<i>Arctic Hero</i> , barque, of Goole	1	<i>Halston</i> , of Bridgewater, and	
<i>Asia</i> , brig, of Blyth—sailed		<i>J W A.</i> , of Newquay, schr.	10
to save vessel and crew	4	<i>Heady</i> , schooner, of Wexford ..	5
<i>Bonjamin Whitworth</i> , screw-		<i>Hattie</i> , yacht, of Cromer	3
steamer, of Middleborough—		<i>Hops</i> , brig, of Portsmouth—	
remained by vessel.		remained by vessel.	
<i>British Queen</i> , brig, of London.	7	<i>Hopman & Skye</i> fishing-boats	11
<i>Calamander</i> , Greek brig	11	<i>Howth</i> —dredging-barge	4
<i>Caracas</i> , schooner, of Hayle	4	<i>Ides</i> , barque, of Bergen	19
<i>Camandra</i> , barque, of Liver-		<i>India</i> , barque, of Shields	16
pool	21	<i>Intrepid</i> , schooner, of Liverpool	
<i>Champion</i> , brig, of Shoreham—		—rendered assistance.	
sailed vessel and crew	6	<i>Isabelle Horne</i> , brigantine, of	
<i>Charles Philip</i> , smack—sailed		Blyth—sailed vessel and crew	5
to save vessel and crew	3	<i>Jane</i> , brigantine, of Barnmouth	5
<i>Confiance</i> , schr., of Aberystwith	2	<i>Jane Edgar</i> , barque, of Lon-	
<i>Corah's</i> , brigantine, of Dun-		don	12
garvan	3	<i>Jane Colombo</i> , brig, of St. Mark	7
<i>Courier</i> , schooner, of Larwick—		<i>Jeddoe</i> , schooner, of Frinton ..	4
rendered assistance.		<i>Kempbridge Packet</i> , steamer—	
<i>Cynthia</i> , schr., of Montrose	3	rendered assistance.	
<i>Cyrus</i> , brigantine, of Rye	7	<i>Lady Howley</i> , brigantine, of	
<i>Dania</i> , Danish schooner	5	Maryport	4
<i>Devonian Lass</i> , smack, of the		<i>Lark</i> , smack, of Wexford	2
Isle of Skye	4	<i>Lancaster</i> , barque, of Shields ..	14
<i>Dispatch</i> , schooner, of Whitby ..	2	<i>Lark's Antislave</i> , schooner, of	
<i>Echo</i> , brigantine, of Malakda	4	Nantes	5
<i>Echo</i> , lugger, of Lowestoft—		<i>Lynmouth packet-boat</i>	1
sailed vessel.		<i>Margaret</i> , brigantine, of Lan-	
<i>Elanor</i> , schooner, of Newquay		caster	25
—sailed to save vessel and	4	<i>Major</i> , schooner, of Lynn	4
<i>Elise</i> , schooner, of Pwllheli—		<i>Maria</i> , ship, of Dundee	19
rendered assistance.		<i>Mertin</i> , barque, of Arundel	15
<i>Elizabeth and Olofy</i> , brig, of		<i>Mary</i> , schooner, of Shields	4
Grimsby	2	<i>Martin</i> , schooner, of Liverpool ..	

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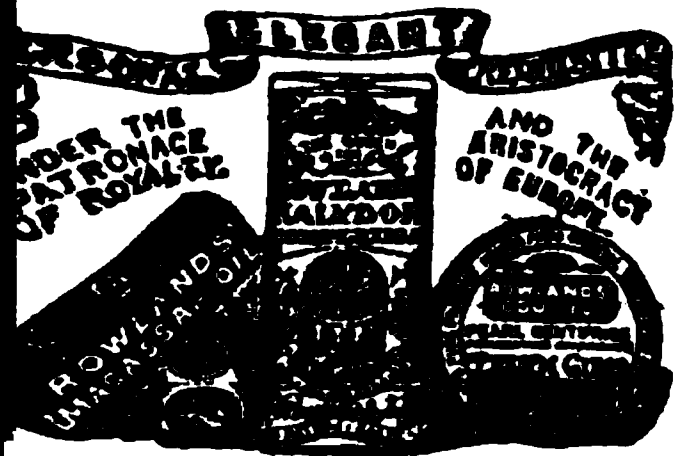
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